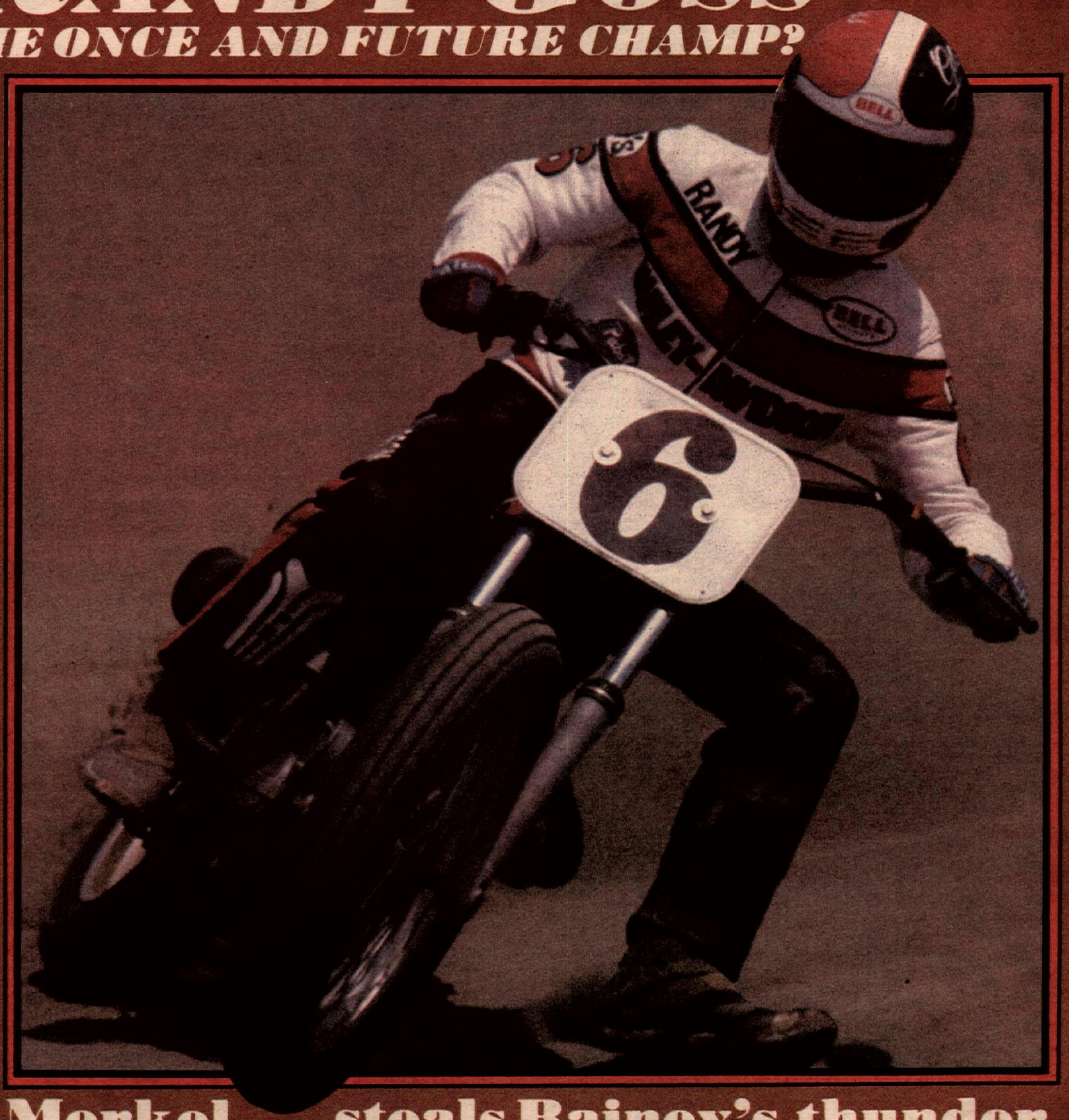
CYCLE NEWS®

WEST Volume III : Number 39 : October 12, 1983 $1.00

RANDY GOSS
THE ONCE AND FUTURE CHAMP?



Merkel steals Rainey's thunder at Daytona

Graham closes point gap at Springfield

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

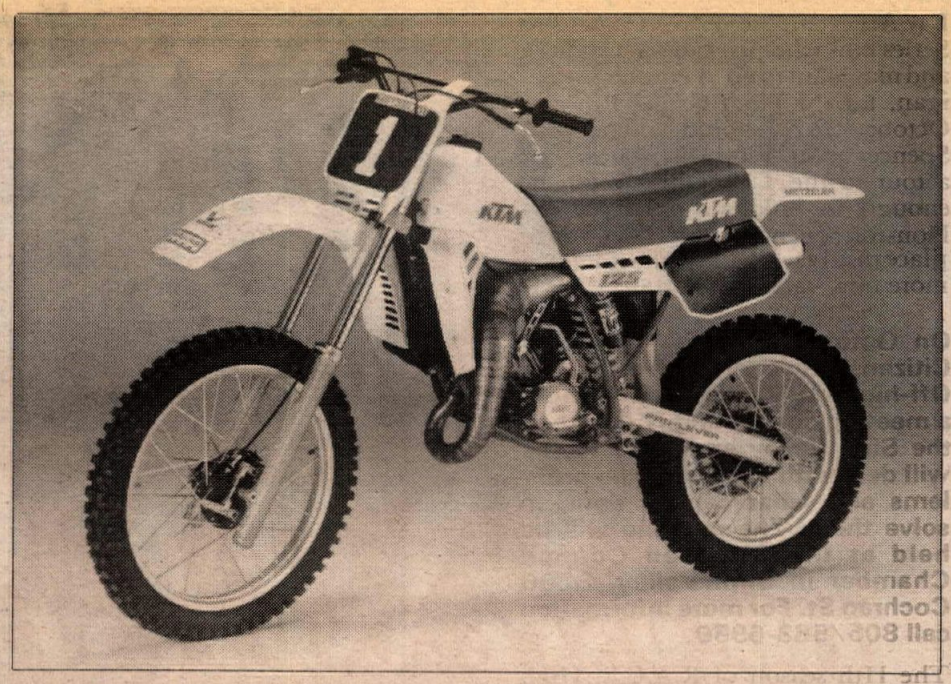
THE LATEST POOP BY PAPA WEALEY

U.S. ISDE Trophy, Vase teams intact after day one

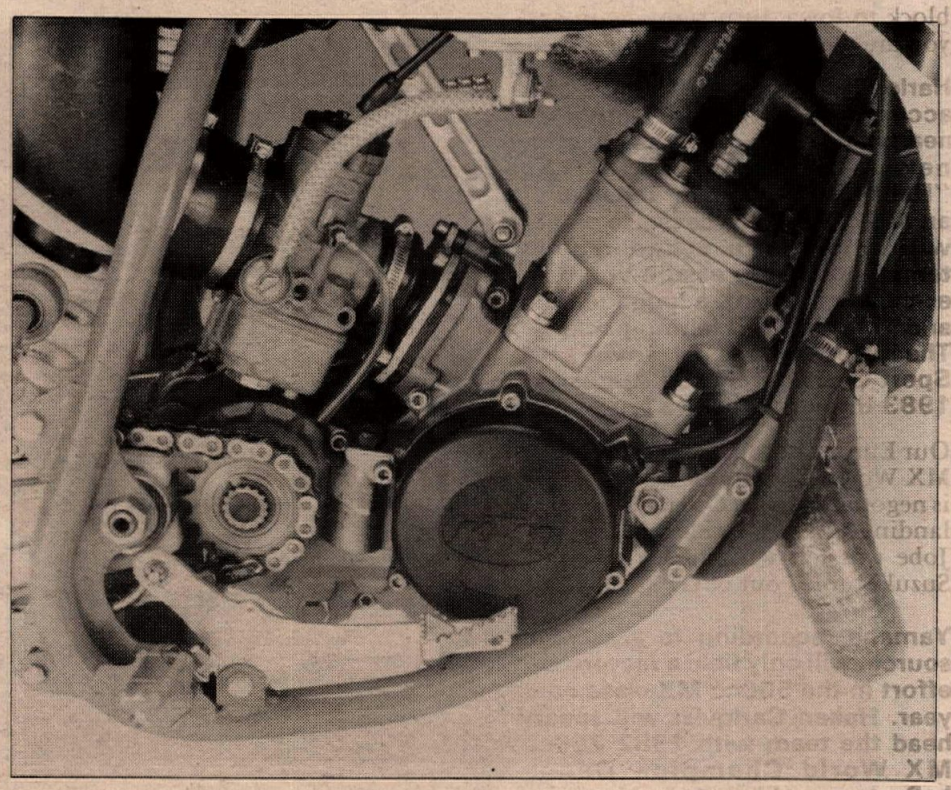
BUILTH WELLS, WALES, ENGLAND, OCT. 3

The U.S. Trophy and Vase squads finished day one of the 58th ISDE in Wales intact. No scoring or placings were available at presstime. The U.S. team encountered bad luck prior to the start of the event when Terry Cunningham sustained a broken leg while practicing on September 29. Cunningham was operated on to pin and plate a badly broken right femur. Honda rider Drew Smith moved from the Vase Team to take Cunningham's spot as the four-stroke rider on the squad. He joins Husqvarna-mounted Mark Hyde, Ed Lojak, Mike Melton, Larry Roeseler and Frank Stacy in the U.S. effort. Wally Wilson then joined the Vase team to add a four-stroke rider to the team of Kevin Brown, Kevin Hines and Ron Ribolzi. All are Husqvarana-mounted.

The day one time schedule, run over muddy trails, was tight enough to take an average of 420 route marks (seven minutes) from team members. Lojak picked up additional points after his engine seized during the first special test. He lost six minutes.



The '84 KTM 125 MX will be available in late October. Features include a 123.6cc water-cooled powerplant with a six-pedal reed feeding the fuel mix directly into the crankcase, an aircraft alloy cylinder, 36mm magnesium carburetor, six-speed close ratio transmission, Motoplat CDI ignition, 40mm fork (12 inches of travel), Pro-Lever rear suspension with a White Power adjustable shock with integral mounted reservoir (12.7 inches of travel), and double cam brakes front and rear. The 125 MX weighs a claimed 192.2 pounds (with oil and water — no gas), and pumps out a claimed 35.2 horses. Suggested retail price is $1,989.



We are saddened to report the death of road racer, and just recently crowned D-27 Open Modified Production and F-1 Champ John Doyle. Doyle crashed September 10 when the chain on his bike broke, causing his rear wheel to lock up while he was leading a Superbike Pro-Am heat race in Washington. Doyle sustained internal injuries and died October 1. He is survived by his wife Tanya and five-week-old daughter. Cards can be sent in care of Bellevue Suzuki, 13800 Belred Rd. Bellevue, Washington 98005.

HosPITal STOP: Local California hotshoe Willy Simons tore some knee ligaments at Indian Dunes while practicing for last week's Trans-Cal Supercross race. Simmons will be layed up for at least six weeks. Get well cards can be sent to Willy at 2322 Alscot, Simi Valley, CA 93063.

Former National Champion Mike Kidd, who plans to retire from racing at the end of this season, still plans to keep busy in the motorcycling industry. Starting next month, he will promote a six-race series of indoor short track races to be held in conjunction with the Great American Motorcycle Shows. The series will be called the Great American Shoot-Out and races are scheduled for November 18 in Dallas, December 9 in Los Angeles, January 7 in Fort Worth, January 28 in San Francisco, February 25 in Philadelphia and March 24 in Denver.

We have the results from last weekend's SCORE Off-Road World Championships in Riverside, California. Kevin Hopkins won the 125cc division, Mike Sixbery topped the 250s and three-time National Motocross Champion Gary Jones took on some much younger competition and was the winner in the Open class. Ron Christner had an easy time of it in the Over 30 class; he was the only entry, and the legendary Chuck Minert traded his BSA in for a CR480 Honda and smoked home the winner in the Over 38 class. Complete coverage next week.

Jones' comment after taking the win on the ultra-fast Mickey Thompson-designed circuit? "Not bad for an old man!" Jones is 31.

With part of the editorial staff packing for the ISDE, Papa suspects that our report on the September 1 Pro-am TT at Ascot Park in Gardena, California, somehow made the trip as well. Anyway, from the reporter's notebook we have the following action. In the Pro class, the 250cc win went to Chris Carr after a tough challenge from Roger Thompson; the leading pair about to lap backmarkers at the finish. In the 500cc Pros, Bud Carroll had a rear brake lever come adrift in his heat race putting him out of the main event. In the main, it was Jimmy Rosa besting Jim Taves and John Hundgren. The most exciting race of the night came in the 500cc Expert class where Chris Carr put down the repeated charges of the less-experienced Curtis Cannon. Also putting in excellent rides in their respective classes were Chris Cannon and James Kesler.

Ray Hill, ex-*Motorcyclist* editor, ex-motorcycle editor for *Popular Science* and currently with *Popular Mechanics*, was injured last month in a parasailing accident. Although it was first feared that Hill would be totally paralyzed, he is making progress and should be on a rehabilitation program soon. We're sure Ray could use a word or two of encouragement right about now. He can be reached at Massachusetts General Hospital, 55 Fruit St., Boston, MA 02114.

We've been asked to pass along this information to all Texas motorcycle dealers. If you are licensed by the Texas Motor Vehicle Commission, you are exempt from posting a $25,000 bond required to renew your license. It seems that some insurance agencies have been contacting dealers and telling them that the bond was required.

California off-roaders got some good news last week. Senate Bill 156 was signed by Governor Deukmejian. The bill, introduced by Senator Alan Robbins, reinstates the $21 million "acquired" from the Off-Highway Vehicle Users Fund.

Yoshimura R&D has made it a little easier to order some of their speed goodies. They have a new toll-free telephone number, 800/634-9166. For orders within California, call 714/628-4722.

If your appetite was whetted by our item last week about the new BMWs, wait until next week. We'll have a riding impression of the new German wonderbike plus some photos.

Orange County International Raceway motocross organizers, C&S Promotions, have announced that their October schedule will include a Sunday, October 23 day race in addition to the every Thursday-night program. The stadium-style course has been improved and will be the site of motocross schools instructed by factory stars such as Donnie Hansen and Warren Reid in the near future. The Sunday program on October 23 will feature the Over The Hill Gang, ATC races and a special event for Speedway Pros on mini bikes.

Bay Area (San Francisco) Camel Pro Series fans who just can't get enough and may want to go to Pontiac, Michigan, for the Final Camel Pro race October 22-23 should contact Bill Spencer at Mt. View Distributing for a tour to the TT. It just might be enough to hold all until the '84 Houston opener, which will take place just 14 weeks after the final. For more info, call 415/969-1682.

On October 11, the Temporary Citizens Advisory Committee for Off-highway Vehicle Use will hold a meeting concerning OHV use in the Simi Valley area. The topics will deal with identifing the problems and what can be done to solve them. The meeting will be held at the City Hall Council Chamber in Simi Valley, 3200 Cochran St. For more information call 805/583-6950.

The 11th season of R.A.C.E. High School Motocross is under way with an organizational meeting to be held at the Riverside Shakey's Pizza Parlor, Tuesday, October 11 at 7 p.m. Anyone interested in participating in the league is requested to be there. Shakey's is located at 3767 Iowa in Riverside. Take the 91 Freeway to the 60 Freeway towards Indio, then take the University off-ramp, turn right one block to Iowa, turn right again and you are there.

Harley-Davidson is offering a free accessories package valued at nearly $900 to purchasers of a new FXRT Sport Glide. The "Hallelujah Package" consists of an AM/FM radio/cassette player with antenna, a cylinder head temperature-oil pressure-voltmeter-clock gauge kit, a luggage rack and Tour Pak and fairing pockets. The offer applies to any FXRT Sport Glide purchased August 1, 1983 through March 31, 1984.

Our European sources say that 250cc MX World Champion Georges Jobe is negotiating with Gilera in hopes of landing a 125cc GP ride for next year. Jobe was left without a ride when Suzuki pulled out of GP racing.

Yamaha, according to a reliable source, will only field a factory GP effort in the 500cc MX class next year. Hakan Carlqvist will spearhead the team with 1982 250cc MX World Champion Danny LaPorte most likely to be his teammate.

On the GP road racing side of things, Yamaha will be back to contest the 500cc class. They have no plans for any factory backed 250cc effort. Honda's move into the 250cc class may not be a factory effort. Reportedly, Honda's 250cc bikes will go to top privateers for a year to see how things go.

Steve Morehead (H-D) won the September 24 Harry Kelley Sr. Memorial Half Mile at Ohio's Troy Fairgrounds. It was Morehead's third win in the annual event and that earned him $6,500 from KK Motorcycle Supply's J.R. Kelley. The money came from a fund Kelley established at the inception of the event 10 years ago, at which time it was announced it would go to the Expert who first won three times.

AMA motocross manager Carroll Chandler brought back one of the nicest souvenirs from the Trophee des Nations in Czechoslovakia. Only about two hours after the U.S. won the team trophy, Chandler was presented a leather-bound photo album depicting the day's events. How's that for speed? •

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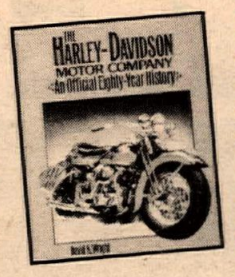
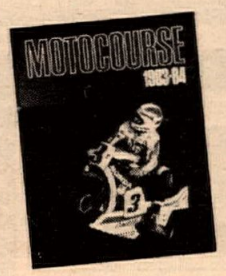


THE HARLEY-DAVIDSON MOTOR COMPANY
By David Wright. The definitive history of Harley & its bikes is now in print. Special company cooperation in preparing this authorized history allowed extensive research in the Harley archives. As a result, much new information & hundreds of rarely seen photographs have been brought together in this remarkable volume. This entire production history is covered in photographs & detailed specs for each model. Plus there are special sections on the racing scene, famous Harley riders, Harley at War & the future of America's last cycle maker. The extensive chapter on vintage Harley restoration will be useful to the classic bike enthusiast. ABSOLUTELY NECESSARY for all Harley buffs. Hdbd. 7½" x 9½", 280 pgs., 250 ill., 14 in color.
10549A **$24.95**



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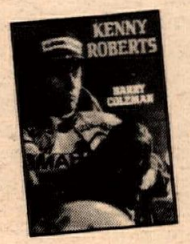

KENNY ROBERTS
By Barry Coleman. Twice AMA national champion, Kenny Roberts went overseas and set the Europeans on their collective ears—he took the 500cc Grand Prix World Championship crown *three* years in a row. This tremendous book captures King Kenny's controversial personality and enables the reader to truly sense the remarkable abilities of this exceptional rider. From the first day Roberts climbed aboard a clapped-out Tohatsu through the frustration of the 1981 season, this exciting, fast paced portrayal of a unique world champion will keep you thoroughly engrossed. Includes photos & results of Roberts' professional career. 197 pgs., 34 ill.
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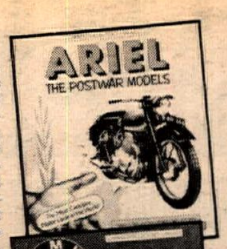

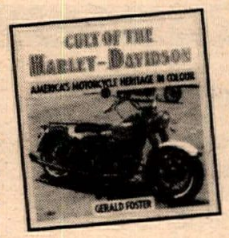

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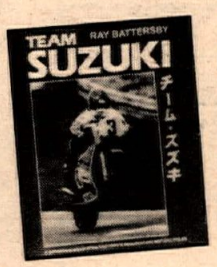

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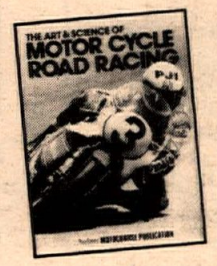

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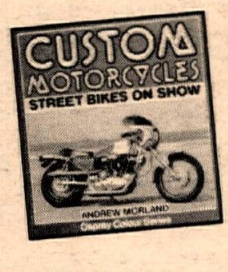

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ON THE FRONT PAGE: Randy Goss is poised to capture his second Grand National Championship. For his views on the subject, turn to page 16. Photo by Henny Ray Abrams.

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VOICES

Trade-Tech invitation

Once each year an advisory committee meets to make curriculum recommendations at Los Angeles Trade-Technical College. This year the meeting is scheduled to take place on Wednesday, October 13. The meeting begins at 11 a.m. and should be over by 2 p.m. The advisory committee keeps the college informed of industry trends and how the school can better serve the student population.

We would like to extend an invitation to representatives from motorcycle dealerships, manufacturers and major repair shops that would like to share their technical expertise with the college. If you are interested or know someone that may serve, please contact the college at 213/746-0800, ext. 201, between 7 a.m. and 2 p.m.

JOSE O. CORTEZ
Acting Assistant Dean

A Superbike thanks

We would like to take this opportunity to publicly thank the people who made our 1983 AMA Superbike efforts possible. Without the help and support of Honda of Gardena, Kaz Yoshima of Ontario Moto Tech and Richard Franklin of Spectro Oil, our ninth-place finish at Laguna Seca and eighth at Willow Springs would not have been possible.

The other fine people who deserve our thanks include, Mike Lower of WLT Racing, Terri Wells, Steve Schrader, Ben Gay, Steve Dyer, John Siebler, the guys at Michelin and Nippondenso and Lori Tyson.

We are now planning our 1984 effort and hope to compete at more events and better our 1983 results.

JOHN WELLS and
LARRY THEOBALD
WLT Racing

Wrangler's back for '84

The other day I put my feet up on the desk, leaned back in my chair, and stared out at Lake Norman; the 1983 Wrangler Super Series national motocross tour was over and it was time to take a retrospective look at the entire season.

After 27 races over an eight-month schedule, it was Bailey over Barnett by one point for the Super Series title. We couldn't have hoped for a more competitive and exciting climax for the Super Series. At one point it looked like Hannah was going to take it all without a hitch, but it was Barnett who kept telling me that it's a long season, that anything can happen. Well, Mark was right. Hannah fell out of the picture and the door was opened for other point leaders.

What it all boils down to is that a bunch of people put out an extra effort to make the Super Series a success, and in turn Wrangler was convinced that it would be to their benefit to once again become involved in 1984. It wouldn't have happened without the support of a few key riders, their mechanics, and a number of other industry folks. Wrangler received the backing they needed to project a progressive image for motocross fans, and now they want to pursue that image once again next season.

Wrangler Director of Special Events David Allen, Super Series Manager Kathy Hoy, Program Assistant Avet Anderson and myself will be looking forward to working with all of you again in '84. Thanks again to every one who helped make the Wrangler Super Series a success. We'll be back for more in '84!

TOM MUELLER
VP of Communications

Challenges

In conjunction with Laurie Duesing's letter (September 21) about the death of her boyfriend Brad Horrell at Sears Point Raceway, I wish very much to show how right she is and how much we as racers appreciate a true understanding from those around us.

Laurie has the perfect philosophical outlook for such a traumatic happening. Yes Laurie, life *is* a challenge and it rarely goes easy for any one of us mere mortals. But that's what makes us human — the ability to cope with adverse situations and overcome tragedies throughout our life span (whether long or short). Life is a bowl of cherries and we're sometimes stuck in the pits.

In view of recent motorcycle road racing fatalities (i.e. Greg Sachs, John Woo, Brad Horrell, Dan Anderson, Hugh Humble, Mark Jones, to list a few), I am compelled to find a logical, empirical reason for why men of this caliber go out and risk their very lives for, at the least, fun and at the most, token prize money. Racers are a breed apart.

As a racer myself, I know the answer doesn't lie in any logical form. For as long as man has had mountains to climb or dangers to face, he had wholeheartedly challenged fate and its consequences with nary a hesitation to risk his life for adventure. I think what compels us to do these "crazy and death-defying" activities such as racing, is what I call "Mental Therapy."

You see, men (and racers in particular) and some women also, refuse to sit still throughout life. That's boring. They need challenges, activities and out and out thrills to keep their heart pumping. Motorcycle road racing offers just about the ultimate in pure mental and physical thrill seeking as possible (barring perhaps skydiving, powerboat racing and demolition work). A racer, however, is a special kind of person who needs this "cerebral rush."

Here we are, amateur racers, trying to perform to our heart's content. Living on shoestring budgets, wrenching on our own bikes, driving hundreds of lousy, stinkin' miles and eating some of the worst food ever invented by (Mc)Mankind — and for what? The thrill of competition. The ultimate high. The comaraderie. The feeling that you, and you alone, did it yourself. Adrenalin.

The risk and discomforts are offset by the advantages. Sure everyone says you might die while racing, but a lot of us racers know we most certainly would die by *not* racing. It makes our blood boil, this racing stuff, and we need that. Besides, it saves thousands of dollars from the looney bin and psychoanalysis. This is self-help.

To us, Death is just a backmarker; someone to pass by and never look back. 'Tis it not better to the mortal to depart this world happy in spirit, stong of soul and as a free man than to rot away into the senility of old age, weaving blankets?

Of course, it's all left up to personal choice and we choose to be racing, risks or no risks. Whatever we think individually, collectively we all know it's just part of the game. The rules are plain to see and when the cards are dealt, you play your hand.

Best of luck to you, Laurie, and to all road racers past, present and future.

STEVE HOLT
AFM #298
Los Altos, CA

Alaska coverage

Motocross does exist in Alaska! It is especially popular in Anchorage and Fairbanks. On September 3-4, we had Chuck Sun competing up here. If you folks get a chance next summer, keep an eye out for cycle events in the Far North.

K. BRASEL
Alaska

Sounds like a good idea to us, but why wait until next summer. If you check out the Northern Dateline section in the past few issues, Mr. Brasel, you'll find three articles about motocrossing in the 49th state, including a report on Chuck Sun's "visit."
...Editor

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

TEN YEARS AGO

Team Kawasaki swept both legs of the Champion Spark Plug 200 road race National at Ontario. **Yvon DuHamel** took first each time out, and was followed by teammates **Gary Nixon** and **Art Bauman.** Yamaha's **Kenny Roberts** was the first non-green finisher in the National, carding a pair of fourths for fourth overall. Roberts came back to take the Junior/Expert combined win over mentor **Kel Carruthers** (Yam). In the Junior race it was Yamaha rider **Pat Evans** outgunning Suzuki rider **Pat Hennen** for the win. And in the Novice event, **Wes Cooley** took the checkers ahead of **Kevin Stafford** in a battle of Yamahas.

The second round of the Trans-AMA series was a stadium race in Philadelphia, and Maico-meisters **Gerrit Wolsink** and **Adolph Weil** finished 1-2 in the 500cc International class. Yamaha's **Pierre Karsmakers** finished third, and his teammate **Tim Hart** was top American at fourth overall. **John Borg** captured the 250cc Support class on a Yamaha.

Two days later the Trans-AMA series held its third round at Copetown, Ontario in Canada. Weil was first overall there, with Suzuki's **Sylvain Geboers** advancing to second overall ahead of Wolsink. Husky's **Mike Hartwig** was top American at sixth overall. There were both 250 and 500cc Support classes, with Bultaco rider **Tom Rapp** winning in the 250s and Kawasaki rider **Jeff Wecker** in the 500s.

Jim Fishback was unstoppable in the Dusters D-37 hare and hound, winning with a 12-minute lead over Husky rider **Art Knapp.** Third overall went to another Open Expert, Yamaha-mounted **Dick Harris.**

In a Washougal, Washington, motocross, Yamaha rider **Rick Burgett** swept all three Expert classes. In the 250cc Expert class, his competition was provided by runner-up **Bert Noble** (Mai) and third-placer **Chuck Sun** (Bul).

Honda-mounted **Sue Fish** won the Powder Puff class of a D-37 motocross held near Santa Barbara, California. Second overall went to **Lorni Rebec** on a Suzuki, followed by the Hodaka of **Diane Connolly.**

Eddie Lawson rode an Indian to victory in the Super Mini class of a Corona Raceway motocross. **Bob Hadley** was second on a Honda.

The 125cc Intermediate class at a CMC night motocross at Ascot Park featured **Mike Bell** winning over **Warren Reid** and **Ron Palmer.** All three rode Hondas.

With the Ascot Half Mile National only a week away, Harley-Davidson rider **DeWayne Keeter** warmed up for the event by taking the regular 15-lap Expert main event. Junior **John Gennai** (Tri) and Novice Skip Aksland also recorded wins.

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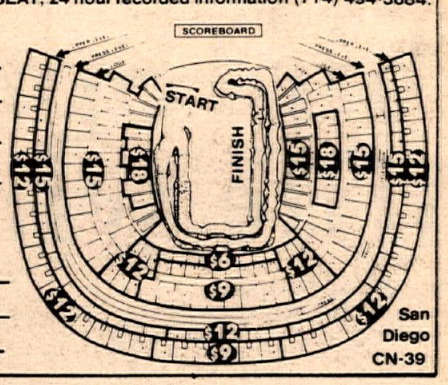

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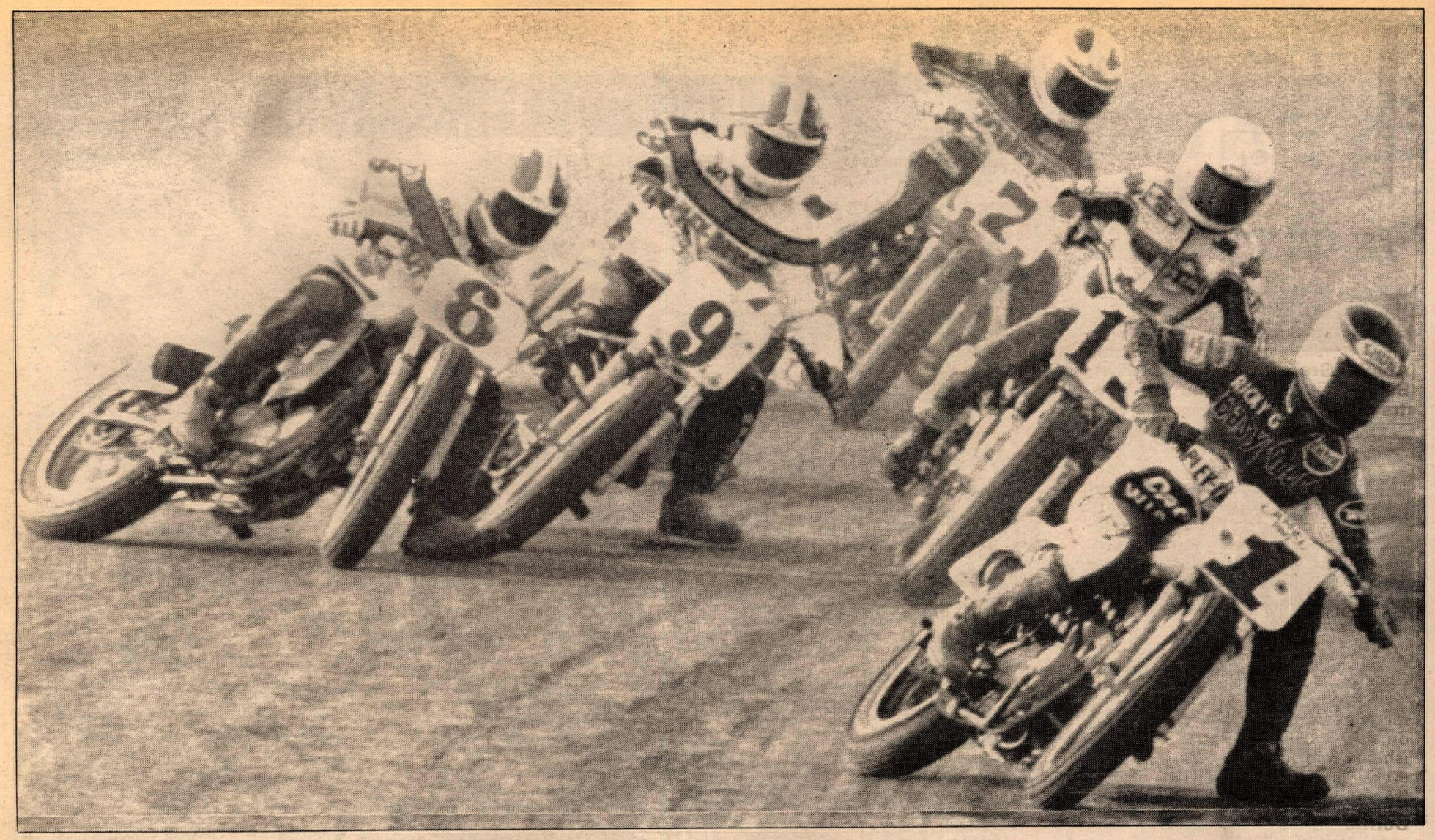


Defending National Champion Ricky Graham heads up a six-rider formation during the latter stages of the Springfield Mile. Graham held on for the win, while Jim Filice (17, behind Graham) and Jay Springsteen (9) finished in second and third, respectively.

AMA Grand National Championship/Camel Pro Series: Round 33

Graham scores third Springfield Mile win

By Jack Mangus
Photos by Bert Shepard/Silver Shutter Photography

SPRINGFIELD, IL, OCT. 2

"Jimmy (Filice) had the horsepower because he's the lightest and Jay (Springsteen) was going in harder, but my bike was faster out of the corners and I was lucky," said Ricky Graham after he had scored his third straight Springfield Mile victory.

Graham led Filice and Springsteen across the finish after the trio had conducted a furious lead swapping duel that began on the 10th lap and became more intense with each tour of the Illinois State Fairground's oval. Coming out of the fourth turn on the 25th and final lap, Graham hooked up the best, Filice's bike suffered a broken valve spring, and Springsteen failed to get the drive he needed. That gave Graham, the defending Grand National Champion, the win he needed to stay alive in the point standings.

Randy Goss, the man on top of the point standings, finished fifth and that gives him a 20-point lead over Graham, 289 to 269, going into the final round of the Camel Pro Series, the Pontiac TT on October 22. At that event Graham will face another must-win situation. The only way Graham can garner the number one plate for the second straight year is to win the Pontiac TT while Goss, the 1980 Grand National Champion, fails to score a point. In that case, the pair would wind up tied on points and the title would go to Graham by virtue of his having more National wins.

Springsteen and Bubba Shobert, who finished sixth, were mathematically eliminated from the title chase.

Finishing fourth at Springfield-behind Graham, Filice and Springsteen and just inches ahead of Goss was Mike Kidd who was taking part in the last oval race of an illustrious career.

"I have butterflies," said Kidd prior to the race. "This is my last oval race after 25 years of racing. (He started racing at the age of 5 in a quarter-midget car.) When I came up in 1972 as a rookie Expert with guys like Kenny Roberts, I thought I was as good as him and the others, but it took my winning the Grand National Championship in '81 to satisfy me as far as those thoughts were concerned. I've had a good career and now I'm going to devote my full time to having a good career as a promoter. I'd certainly like to turn in a good race today."

And that he did as he showed the spark that many felt he had lost after the past two injury-filled years. Goss and the 30-year-old Texan waged their own battle behind the front running trio and Kidd and his factory Honda matched every move made by Goss and his factory Harley-Davidson.

Time Trials

An exceptionally strong turnout of 73 riders at Springfield made for long practice lines. The track that greeted the riders had been beautifully prepared and several riders turned in practice laps below the existing lap record of 36.201 seconds which was turned in by Scott Parker at a non-National race in 1981. But by the time qualifying began the track had "slowed" due to "drying out" and a strong headwind on the front straight.

Graham turned in the fastest qualifying lap, a 37.091 tour. Shobert, Dave Hebb, Filice, and Steve Lawson rounded out the top five.

Goss, who was hoping to clinch the title, stunned everyone — including himself — when he qualified in 38th position with a 38.247 lap.

Steve Monger was the 48th and final qualifier with a time of 38.693.

Heats

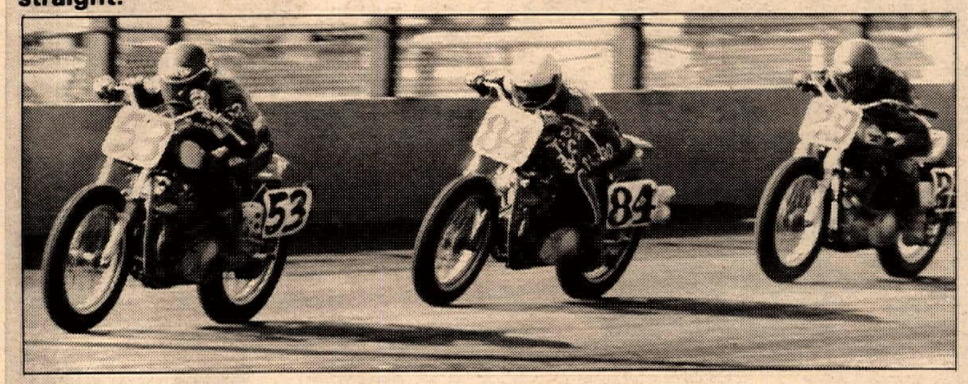
Ted Boody led the first heat field across the start/finish line at the end of the first of 10 laps, but the following lap saw Graham draft by Boody on the back straight. Graham then walked away from the field and he took the checkered flag over three seconds ahead of his pursuers. Scott Parker and Boody hooked up in a fight for second that saw Parker edge Boody by inches at the finish line.

Pole sitter Shobert grabbed the lead at the start of the second heat, but all eyes were on Goss who started in the second row. While Shobert maintained his lead lap after lap, Goss mounted a charge that moved him into fourth on the third lap, second on the eighth lap, and into the lead on the white-flag lap. Going down the backstraight on the final lap it was a five-man race with Goss, Shobert, Steve Morehead, Ronnie Jones and Tim Mertens all shooting for one of the three transfer spots. The checkered flag saw Goss take the win with Jones second and Morehead, aboard a Team Honda NS750, third. The race prompted announcer Dave Despain to say, "It doesn't get any better than that, ladies and gentlemen!"

Heat number three saw Dave Hebb and his Babe DeMay-tuned Harley XR750 pull the holeshot and Hebb held the point position until the fourth lap when Canadian Jon Cornwell, Honda's Hank Scott and Alex Jorgensen drafted by him on the back straight. He was dropped even further down the order by Rodney Farris and Scott Drake, who was riding Morehead's XR in only the second race he has competed in this year. Jorgensen took the win by inches over Scott, while Cornwell grabbed third just a few feet ahead of Farris.

Jimmy Filice and his Eddie Adkins-tuned Bayland Racing XR led the fourth and final heat all the way. Springsteen held second for the entire

(Above) Graham takes aim before letting the cork fly in victory circle. (Below) Tim Mertens at the front of a three-rider draft on the front straight.



(Above) Jim Filice took the early lead and was looking for yet another mile win, before a broken valve spring put him in second. (Below) Action in the Junior final.

race, but was never really able to close on Filice. Behind the first two finishers came Kidd, who had to pull every move in the book to take third from Garth Brow.

Semis

Privateer Steve Lawson, who had qualified fifth — his best ever in a National program, saw his day end when his bike wouldn't fire after the first semi's field gridded. He was forced to watch as Shobert, who had entered the race fourth in the point standings with slim hopes of a title, produced the loudest clap of thunder as the Rolling Thunder Show left the line. Shobert led all the way, leading Mertens across the line and into the National. Mertens had to work for his advancement position and in the middle laps of the race appeared to have clipped bars with Jay Beach. Mertens survived a vicious wobble on the front straight and went on to finish a distant second to Shobert.

Brow and Drake ran 1-2 for the first four laps of the second 10-lap semi, but Farris moved into second on lap five and into the lead for good on lap six. The Maryland rider and his Carl Patrick Harley XR took the checkered flag well before Brow crossed the line with an equally lonely second.

Last Chance Qualifier

Tom Maitland led Hebb for eight laps of the Last Chance Qualifier, but Hebb charged into the lead on the white-flag lap and went on to win and take the last available transfer to the National over Dan Ingram, who dropped Maitland to third on the final lap.

Novice/Junior Invitationals

The event's promoting group, the Illinois Motorcycle Dealers Association (IMDA), conducts a "grass roots" dirt track series and they rewarded the top 16 riders in both the Novice and Junior ranks with 10-lap races on the famed Springville Mile oval.

It was a one-man show in the Novice race as Texan Duane Duvall and his Honda 250cc two-stroke led from the green light to the checkered flag. The racing behind Duvall was hot and ended up with George Minor taking second with Bruce Robinson third.

The only race get-offs of the day occured on the third lap of the Junior Invitational race and necessitated a restart that saw Steve Labordus equal his first start's holeshot. Labordus led the first two laps but from there to the finish it was Alexandria, Indiana's Kenny Maynard in front. Labordus finished fourth behind Maynard, Randy Triplett and Randy Lyman.

National

Filice, by virtue of having won the fastest heat, occupied the pole position for the 25-lap National. Joining him on the front row were Graham, Goss, Jorgensen, Springsteen and Parker. Row two was formed by Hank Scott, Jones, Kidd, Boody, Morehead and Cornwell, with Shobert, Farris, Mertens, Brow and Hebb occupying the third row.

Filice pulled the holeshot and led the field around the mile oval on the opening lap. Taking advantage of the holeshot, the 115-pound Californian added precious feet to his leading margin on each lap until by the seventh lap he appeared to be on his way to a runaway victory. But Springsteen and Graham had hooked up in a drafting, corner-stuffing battle that helped them close the distance on Filice.

The 10th lap saw Springsteen, a three-time Grand National Champion, and Defending Champ Graham right on Filice's rear wheel. The three went down the back straight side-by-side on the 11th go-around and from there to the checkered flag it was anyone's race as they took turns passing one another by either straight-away drafting or corner stuffing.

Behind the leading trio a three-man fight for what seemed destined to be fourth place was taking place among Shobert, Goss and Kidd. Their drafting tactics moved them right up on the Filice/Springsteen/Graham trio and the race became a six-man affair on the 22nd lap.

Position swapping took place all around the track and when the white flag, signifying one lap to go, was waved, the order of the sextet was Filice, Graham, Goss, Springsteen, Kidd and Shobert.

Going into turn three Springsteen got by Goss and as the pack exited turn four it was Graham who hooked up the best and he led Filice, Springsteen, Kidd, Goss and Shobert across the line with his fist in the air.

Watching from the sidelines at the finish were Jon Cornwell, Hank Scott and Scott Parker, who were listed as "finishing" 15th, 16th and 17th, respectively. Scott was engaged in a heated conversation with referee Duke Olliges. Scott had pulled out of the race with an oil-coated faceshield. The oil had come from Cornwell's engine and Scott claimed he had been pointing that out to the starter at the start/finish line for several laps. Cornwell retired from the race with a blown engine several laps after Scott had pulled off. Parker had dropped out of the race due to a suspected broken primary chain.

While Graham took his victory lap, his mentor, Tex Peel, accepted congratulations from everyone within handshaking distance. The win by Graham, his third straight at Springfield, was Peel's fourth straight. He tuned Scott Parker's XR for Parker's 1981 non-National win and, of course, has been the guiding force behind Graham's wins on the Illinois oval.

Filice was obviously disappointed with not winning, but he was nearly ecstatic when asked to describe the duel he had just been part of: "Wasn't that great? It was so rough out there that I was gettin' out of control all over the place. Heck, Jay was out of control too. I was having fun and I think I could have won it but the bike bogged down coming out of the last corner. I think it got dirt in the carb," said Filice. He was later told a valve spring had broken.

Springsteen, still the obvious crowd favorite every time he goes to the line, said, "I feel like I just got off my road racer. My hands are tingling. That was one hell of a race. I had my hands full with Jim and Ricky and then Randy came up there with us. Man, I'll tell you I got up against the wall coming out of four and that was one big eye-opener. I want to thank all the fans who turned out to make this a large crowd and I'm glad we could give them a race like we did."

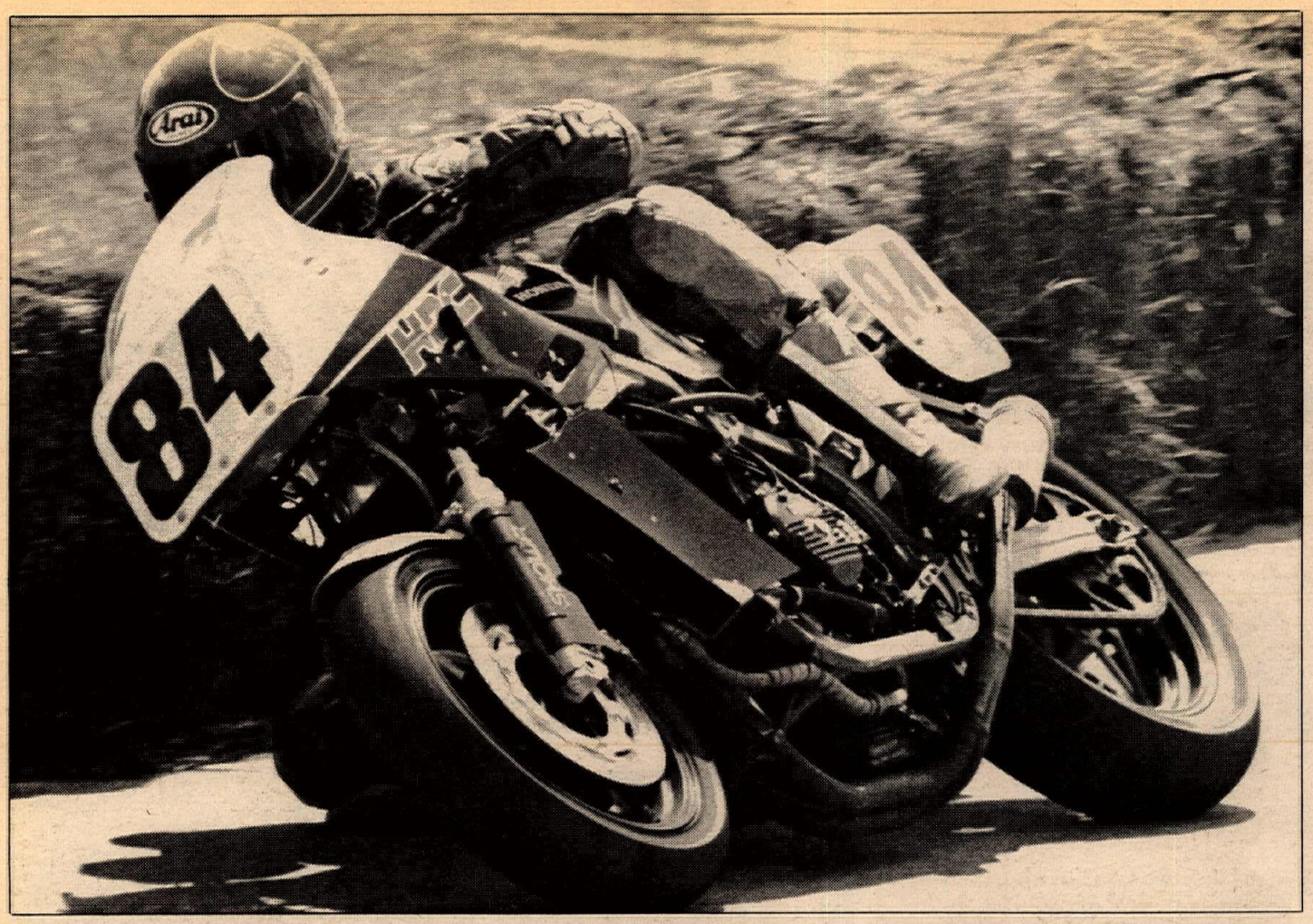
Co-announcer Jack Hall, who had earlier been honored for 25 years of race announcing and was announcing his final event before retiring, was mistakenly informed that Goss had clinched the title and he interrupted the Despain-conducted winner's circle interviews to relay that misinformation to the crowd. He was quickly corrected, but the announcement and then correction lifted Goss up and then let him down hard. "That was wrong," said Randy's wife Vickie. "I can't believe they did that."

Winner Graham, who had earned $6,175 of the $35,000 purse, closed out the day by saying anything could happen at Pontiac. "I do well on those indoor TT tracks and anything can happen. People do get knocked down in those kind of races, you know." He sensed he had spoken a bit out of line and added, "Hey, we'll both be going for it and one of us will win and one of us will lose. I hope I'm the winner." •

Results

25-LAP NATIONAL: 1. Ricky Graham (H-D); 2. Jim Filice (H-D); 3. Jay Springsteen (H-D); 4. Mike Kidd (Hon); 5. Randy Goss (H-D); 6. Bubba Shobert (H-D); 7. Steve Morehead (Hon); 8. Rodney Farris (H-D); 9. Ted Boody (H-D); 10. Ronnie Jones (H-D); 11. Alex Jorgensen (H-D); 12. Garth Brow (H-D); 13. Dave Hebb (H-D); 14. Tim Mertens (H-D); 15. Jon Cornwell (H-D); 16. Hank Scott (Hon); 17. Scott Parker (H-D).
Time: 15 min., 18.453 secs.

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Randy Goss (289); 2. Ricky Graham (269); 3. Jay Springsteen (265); 4. Bubba Shobert (255); 5. Scott Parker (196); 6. Ted Boody (159); 7. Alex Jorgensen (150); 8. Jim Filice (149); 9. Gary Scott (110); 10. (TIE) Mike Baldwin/Steve Morehead (92); 12. Steve Eklund (90); 13. Hank Scott (84); 14. Terry Poovey (79); 15. Miles Baldwin (70); 16. Doug Chandler (66); 17. Mike Kidd (65); 18. Mickey Fay (64); 19. Gregg Smrz (63); 20. Tim Mertens (59).



(Above) Fred Merkel blasts through the chicane at Daytona on his way to the Superbike win. Daytona's high-speed banking favored the Interceptor-based Hondas. (Below) Merkel celebrates the win with his crew.

AMA Superbike Championship Series: Final Round

Merkel edges Rainey at Daytona

By Gary Van Voorhis
Photos by George Hoffman and Van Voorhis

DAYTONA BEACH, FL, OCT. 2

Honda's Fred Merkel, in an exciting duel which went right to the checkered flag, edged Kawasaki's Wayne Rainey for the victory in the 5th Annual Daytona Pro-Am Superbike round. The two gave the crowd their money's worth with a rousing battle for superiority on Daytona International Speedway's 3.84 mile combined oval/road course. Third went to Honda Support rider Sam McDonald, who was involved in the thick of battle during a good portion of the race.

John Bettencourt, after a nearly race-long fight with fellow Honda Support rider Roberto Pietri and Rainey's teammate, Wes Cooley, collected fourth. Pietri held off Cooley for fifth.

Ricky Orlando realized his dream of becoming the top privateer rider of the season by clinching eighth in the final point standings via his ninth-place finish. Orlando pilots a Honda sponsored by Motorcycle Performance Center in Boulder, Colorado.

The mood in both the Kawasaki and Honda camps was tension-free. Rainey had locked up the Superbike Championship title at the Willow Springs round and he was at Daytona to race, rather than indulge in the strategy session which would have evolved had the title still been up for grabs.

Merkel, with the knowledge the Daytona track favored his Honda's horsepower, was looking for his second Superbike win of the season and to break Rainey's string of four straight wins.

McDonald turned in his best showing of the season by posting the fastest heat win and earning the pole for the final. Merkel won the second heat. Rainey, Bettencourt and Pietri rounded out the front row.

On the start, McDonald bogged his engine and Cooley, in a maneuver to avoid hitting McDonald, ended up pulling a wheelie and then having his transmission get knocked out of gear when the front wheel came down hard. Both riders ended up around mid-pack in the 38-rider field.

Rainey streaked through the infield, but once onto the oval portion of the track it was Merkel taking over. Deeper braking into the chicane earned Rainey the lead back with the horsepower of Merkel's Honda quickly showing the way on the high-speed portion of the track leading to the start/finish line at the end of lap one.

McDonald had blasted his way through traffic and was into third halfway into the second lap. Two laps later, McDonald joined Merkel and Rainey in their high-speed ballet. The scene was nearly the same on each successive lap—Rainey had the edge in the infield and entering the chicane, while it was Merkel and McDonald gobbling up ground everytime the bikes hit the high-speed portions of the track.

Meanwhile, Cooley had blitzed his way through traffic and was fourth by lap five of the 15-lap, 58-mile race. Pietri and Bettencourt were right behind and a second infield/oval battle took shape.

McDonald led at the start/finish line on laps five, six and seven with Rainey diving deeper going into turn one to grab the advantage in the infield. Cooley was also using a late braking maneuver to claim his edge in the infield.

On lap eight the advantage went to Merkel, with McDonald at the front on lap nine. The 10th and 11th laps belonged to Merkel where it counted.

McDonald's engine began to overheat on lap 12 and the race for the win became a two-rider battle. Merkel continued to hold his edge at the start/finish line.

"The strategy for the last lap was to stay as close to Fred as I could," said Rainey afterward. "I got into turn one too fast, but he apparently lost his drive so we were even. He got away from me on the banking, but I caught him in the chicane when he got balked by a slower rider. I knew if I was right on his tail exiting the chicane I might have a chance to draft him for the win. I could get alongside, but I couldn't get past.

"The braking and handling of my bike is what enabled me to stay right with Fred. There was no doubt he had power so I would just wait for him and Sam to blast by and then tuck into their draft."

"I needed all the top-end speed I could get to compensate for Wayne's edge in the infield," said a smiling Merkel after his victory. "If I had tried to stay with Wayne on braking I'm sure I would've crashed. It was a great race."

"My bike was like a rocketship before it began overheating," said McDonald. "If only we had discovered the combination we had here earlier in the season things might have been a bit more interesting."

Results

SUPERBIKE: 1. Fred Merkel (Hon); 2. Wayne Rainey (Kaw); 3. Sam McDonald (Hon); 4. John Bettencourt (Hon); 5. Roberto Pietri (Hon); 6. Wes Cooley (Kaw); 7. Jimmy Adamo (Duc); 8. Rich Chambers (Hon); 9. Ricky Orlando (Hon); 10. Luther Wikle (Hon); 11. Larry Shorts (Hon); 12. Joey Mills (Duc); 13. Dan Nolan (Suz); 14. Glen Barry (Hon).

SUPERBIKE CHAMPIONSHIP SERIES FINAL POINT STANDINGS: 1. Wayne Rainey (210); 2. Mike Baldwin (169); 3. Fred Merkel (135); 4. Sam McDonald (132); 5. John Bettencourt (117); 6. Roberto Pietri (112); 7. Wes Cooley (104); 8. Rick Orlando (71); 9. Joey Mills (56); 10. Jimmy Adamo (52).

Formula Two

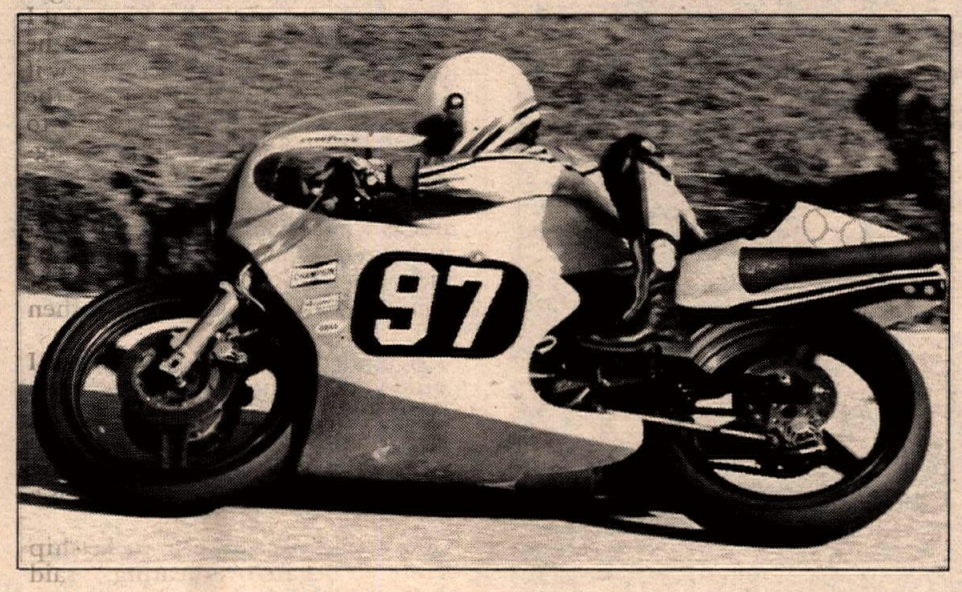
Brunson rolls to victory

DAYTONA BEACH, FL, OCT. 2

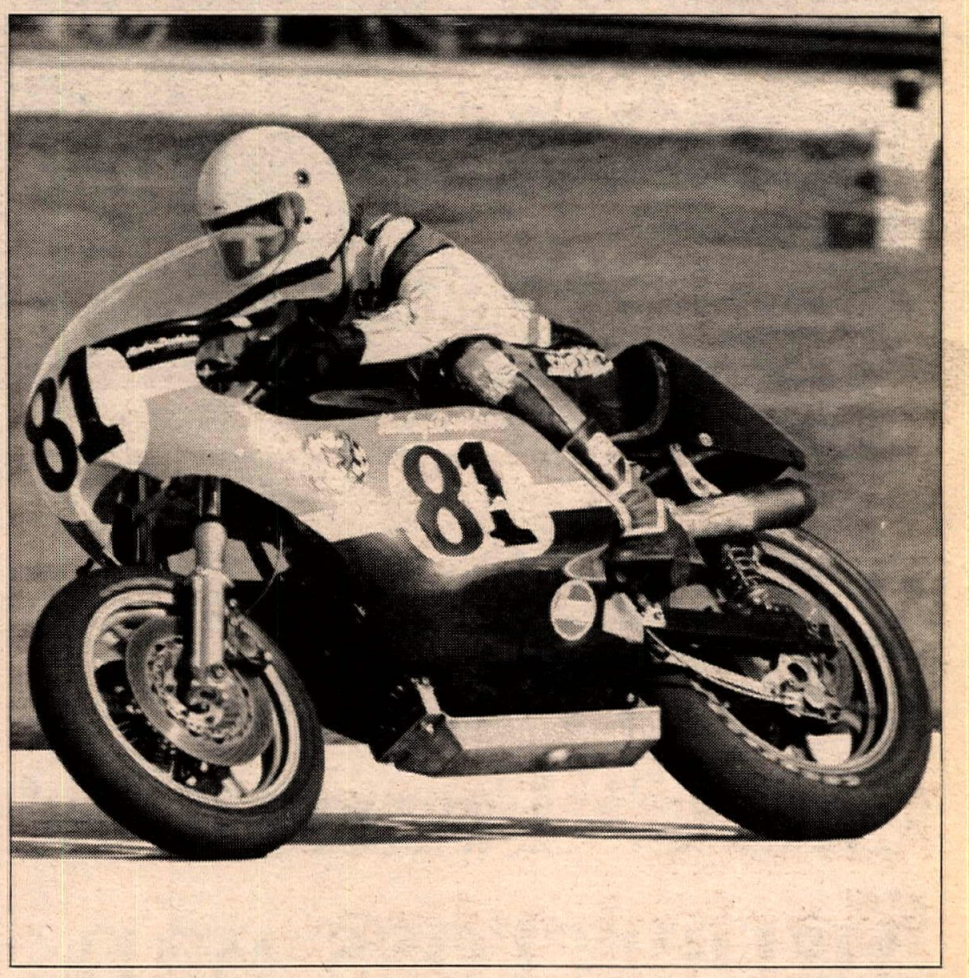
Kevin Brunson took advantage of the misfortune of Alan Labrosse to grab and hold the lead in the final laps of the Formula Two final for the win. Brunson had been trailing Labrosse as the field began the eighth of 10 laps when Labrosse's bike snapped a master link in the drive chain, leaving Labrosse to spectate in the final laps. Brunson took it easy in the final laps and was almost caught by newly crowned Formula Two Champion Randy Renfrow at the finish line. Boonie Knott rounded out the top three finishers.

Brunson, aboard a AA Harper/Circle H Racing-sponsored Can-Am, and Knott, riding a TTFN/Knott Custom-sponsored Can-Am, put a sandwich on the Sure-Fire/Bi-Star/Cycle Sport Yamaha of Renfrow. Doug Brauneck, on the John Hasty Racing/White Bearing Company-sponsored Can-Am made it three of four places at the top of the tally for the brand.

Labrosse won the qualifying heat



(Above) John Bettencourt leads Roberto Pietri and Wes Cooley in Superbike action. (Below) Kevin Brunson took the victory in the F-2 race.



(Above) In a battle of handling vs. horsepower, Wayne Rainey held off Sam McDonald for second. (Below) Gene Church won the BoTT.

in runaway fashion and appeared set to do the same in the final. "Everything appears to be working very well," said Labrosse before the final.

Renfrow's strategy was to get a good start and stay right with Labrosse. "If I let Alan get away early," said Renfrow, "that could be the race."

It was Brunson who led the opening lap with Labrosse, Knott and Brauneck in tow. Renfrow tapped Brauneck early in the lap and had gone off the track. He worked back to eighth by the end of lap one.

Renfrow moved into fifth on the second lap and the battle was on. Labrosse took over the lead with Brunson staying close as the Knott/Brauneck/Renfrow battle began. By the fourth lap, the two front-runners had pulled out some breathing room.

Labrosse then began opening up a gap on Brunson which would grow to nine seconds by the beginning of lap eight. Meanwhile, Renfrow battled past Knott and Brauneck began reeling in Brunson.

"I got a lap signal starting lap eight which read, 'Nine seconds,' and I knew I could run a little easier," said Labrosse afterward. "Then, just as I was exiting onto the banking from the infield the chain snapped and my race was over. I didn't win, but I let everyone know I was here." Canadian Labrosse is sponsored by TufOil, CKOL-Radio and Shoei.

Brunson's lead began to shrink by about two seconds a lap as he ran the final two laps. At the flag Renfrow was only 10 bikelengths behind.

Knott and Brauneck were taking the race for third right to the finish also, with Knott breathing a sigh of relief that his 15-foot edge on Brauneck was good for third place.

"It's a shame they didn't have a proper winner's circle ceremony for the Formula Two event," said Renfrow. "I've been there before so I've had my share of glory, but this was Kevin's first victory in Formula Two and it is also the first time Boonie has made an AMA winner's circle. They deserved a chance to celebrate a little."

Results

FORMULA TWO: 1. Kevin Brunson (C-A); 2. Randy Renfrow (Yam); 3. Boonie Knott (C-A); 4. Doug Brauneck (C-A); 5. Garry Griffith (Yam); 6. Andrew Price (Yam); 7. Hap Eaton (Yam); 8. John France (Yam); 9. Malcolm Montgomery (Yam); 10. Francisco Fuentes (Yam); 11. Ken Morgan (Yam); 12. Franklin Crain (Yam); 13. Michael Perry (Yam); 14. Russ Mattson (Yam).
Time: 23 min., 05.562 secs.
Average speed: 100.551 mph.

FORMULA TWO FINAL POINT STANDINGS: 1. Randy Renfrow (194); 2. Dave Emde (105); 3. Rhys Howard (97); 4. Hugh Humble (97); 5. Don Greene (78); 6. Dave Busby (64); 7. Chris Steward (57); 8. Rusty Sharp (55); 9. (TIE) Doug Brauneck/Kevin Brunson (42).

Battle of the Twins

Church tops final round

DAYTONA BEACH, FL, OCT. 2

"I don't think I did too badly for my first ride on the bike," said Battle of the Twins overall and GP class winner Gene Church. "Jay (Springsteen) took the bike to victory in the first series round in March so I wanted to close out the season with a win." Church, in his first race since breaking his collarbone in late July, took the Harley-Davidson XR-1000-based mount to victory over Ducati riders Joey Mills, Jimmy Adamo and Ron Sbordone.

Mills led the field away on the first of 10 laps with Church, Adamo and Malcome Tunstall in tow. The positions remained the same on lap two with Church then taking the lead from Mills on the third lap.

Adamo, the GP class champion and Battle of the Twins overall series title holder, dropped Mills to third on the fourth lap with Tunstall dealing with a rapidly slowing engine. The problem was later diagnosed as a broken spark plug.

At the halfway flags, Church, Mills and Adamo had pulled far out in front of the field with Adamo slipping quickly past Mills and then Church and into the lead. A good distance back Chuck Quenzler was being challenged by Sbordone for fourth. Church held the GP class lead with Mills on top of the Expert Modified ranks. Harley rider Quenzler was at the front of the Amateur Modified class with another Harley-Davidson rider, David McClure, in 11th and the leading Stock class contender.

Adamo's lead was short-lived as his engine began to sound rough and he slowed during lap six, leaving Mills to challenge Church. Mills held the lead on lap seven before Church took over for good and began to stretch out some breathing room.

Sbordone held fourth to the finish with Dennis Libebreckt moving to fifth when Quenzler's engine went sour on the final lap. Libebreckt took the Amateur Modified class win.

McClure topped the Stock ranks, but Stuart Beatson took second in class and grabbed the only remaining title in the series. ●

Results

BATTLE OF THE TWINS
GP: 1. Gene Church (H-D); 2. Jimmy Adamo (Duc); 3. Ron Sbodone (Duc); 4. Malcome Tunstall (Duc).
EXP MOD: 1. Joey Mills (Duc); 2. Mark Heiser; 3. John Stapleton (H-D);l 4. Dwaine Williams (Nor); 5. Lawrence Brown.
AM MOD: 1. Dennis Libebreckt (Duc); 2. Chuck Quenzler (H-D); 3. Mike Boulez (Duc); 4. Paul Zieschaug (H-D); 5. Robert Yoho (H-D).
STOCK: 1. David McClure (H-D); 2. Stuart Beatson (BMW); 3. Will Roeder (H-D); 4. Paul Harrison (BMW); 5. Paul Donovan.

(Top clockwise) Team Yamaha's Broc Glover didn't work up much of a sweat on his way to victory before almost 17,000 fans. Jeff Hicks (H37) leads Yamaha's Warren Reid, who might wear a full-coverage helmet the next time out. Eddie Hicks beat the factory guys in the Mini Expert class.

Trans-Cal Series: Round 2

Glover nabs CMC Trans-Cal Supercross win

By Kit Palmer

SACRAMENTO, CA, OCT. 1

The second round of Continental Motosports Club's Trans-Cal Series held at Cal-Expo in Sacramento, will go down in history as the first non-AMA sanctioned Supercross event ever held. And it probably won't be the last either. The Miller High Life/-Diet Coke-sponsored event was an overwhelming success; almost 17,000 spectators came out and viewed Yamaha's ace Broc Glover smoke the competition on his factory Yamaha.

The race schedule started with the first of four heats, the the top four of each heat transfering directly to the main, while the rest of the riders transfered to the semi-finals. The top two of each semi transfered to the main and the remainders transfered to the last-chance qualifier, where only one rider had a chance for the main.

Heats

Honda-mounted Dave Coupe captured the holeshot at the start of the moto on one of the longest start straights of any motocross track. The 550-foot-long straight featured five stagered series of jumps which made the starts very tricky. Hot on coupe's rear fender was Jim Tarantino, also on a Honda. The two leaders quickly pulled away from the rest of the field in a dog fight for the top spot. Coupe held back the So/Cal. rider for the next three laps until Tarantino snuck by the leader, but Coupe retaliated a few seconds later. A couple of turns later, Tarantino again slipped past Coupe, this time keeping the lead. Soon after, Coupe dropped back to fifth. Local Suzuki rider Rick Ryan, made up for a poor start by placing second behind John Nelson on a Yamaha, but Ryan's rear wheel began to collapse, putting him back to third. John Whelchel, who won the Open class last week on his Yamaha, overtook second with two laps remaining. Tarantino took the win followed by Whelchel, Ryan and Coupe.

Glover jammed into the lead at the start of heat two ahead of Joey Schlag, Todd Harrel, both on Hondas, and Danny Turner on a Kawasaki. By the end of the first lap, Glover had already developed a six-second advantage over second. On the same lap, Harrel stuffed it by Schlag for second. Honda-mounted Mike Larson, after a fifth-place start, put himself into the third position. By the time the checkered appeared, Glover had doubled the distance over Harrel, Larson and Mike Beier.

The third heat was a showdown between Yamaha teammates Ron Lechien and Donnie Cantaloupi, also a local favorite. Cantaloupi grabbed the early lead with Lechien breathing heavily down his back. Yamaha-mounted Rodney Smith had a brief stay in second, but he quickly became a victim of Lechien by the end of lap one. Cantaloupi also fell prey to Lechien on the same lap. Cantaloupi stayed close to Lechien, but the 16-year-old Lechien held on and took the win. Cantaloupi finished second.

Jerry Brandt put his Yamaha into the lead at the start of the fourth heat, inches ahead of Team Tamm's Jeff Hicks, aboard an '84 production CR-250 Honda. Yamaha's Warren Reid and Michael Fisher, also on a Yamaha, were in close pursuit. During the first go-around, Hicks and Reid slid past Brandt, and the two leaders put on an exciting dice for the lead. Throughout the moto, the two rivals battled handlebar to handlebar, though Hicks would not give an inch to Reid. Reid eventually took the inch and a lot more as he took over the lead. Reid got the win followed by Hicks and Fisher.

Semis

Maico-mounted Eric Eaton took the early lead in the first semi, but he lost it to Dan Conway on the next lap. However, Conway crashed through the tough studder-bumps section, handing the lead over to

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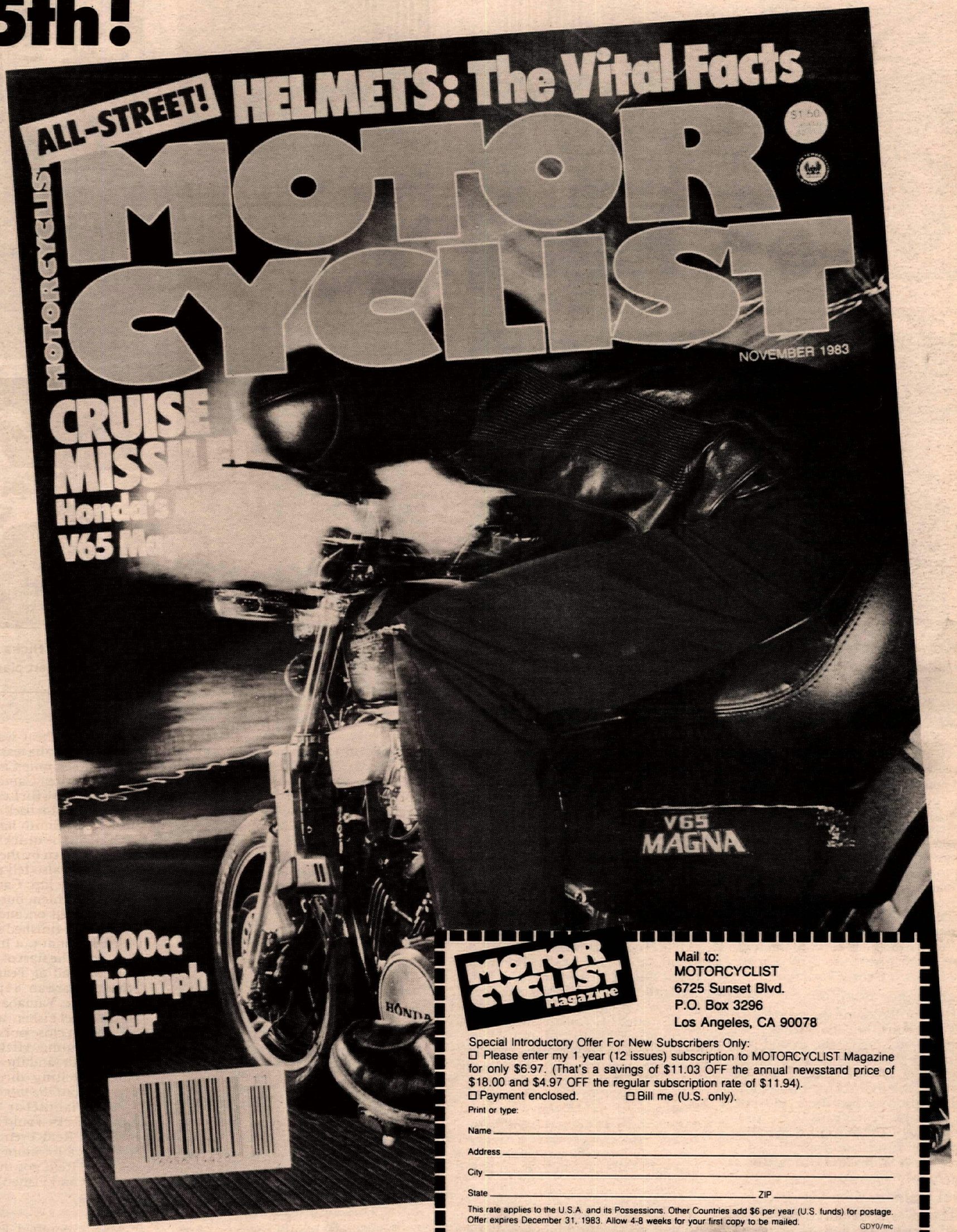

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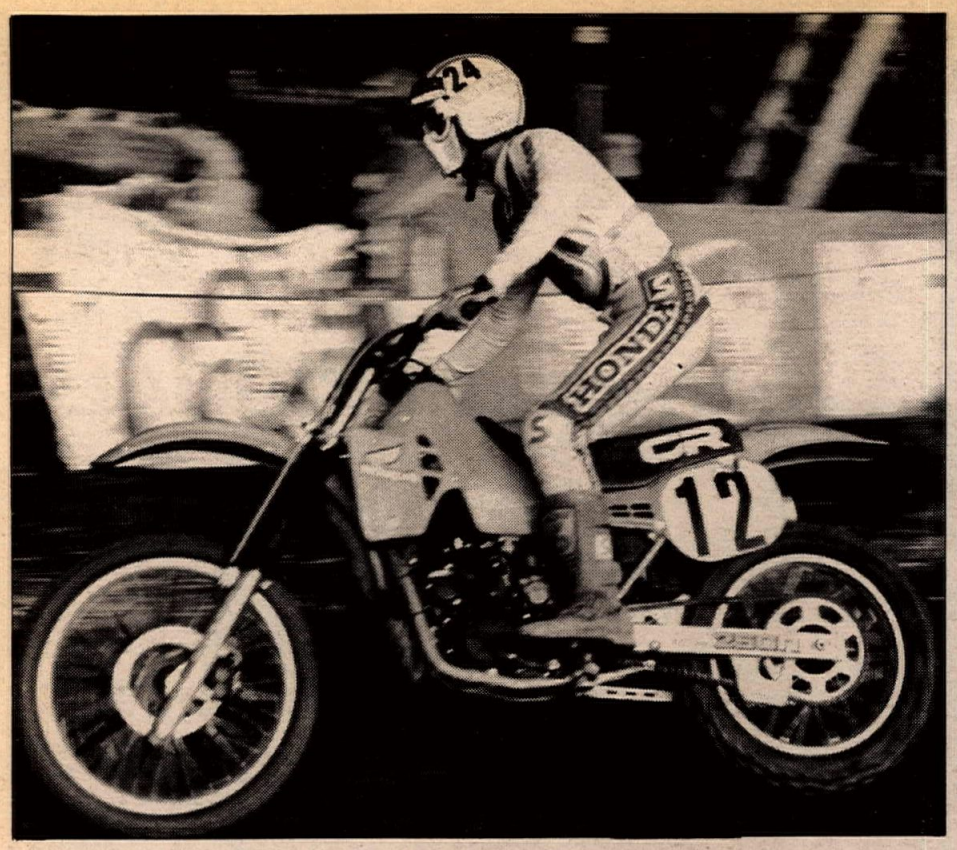
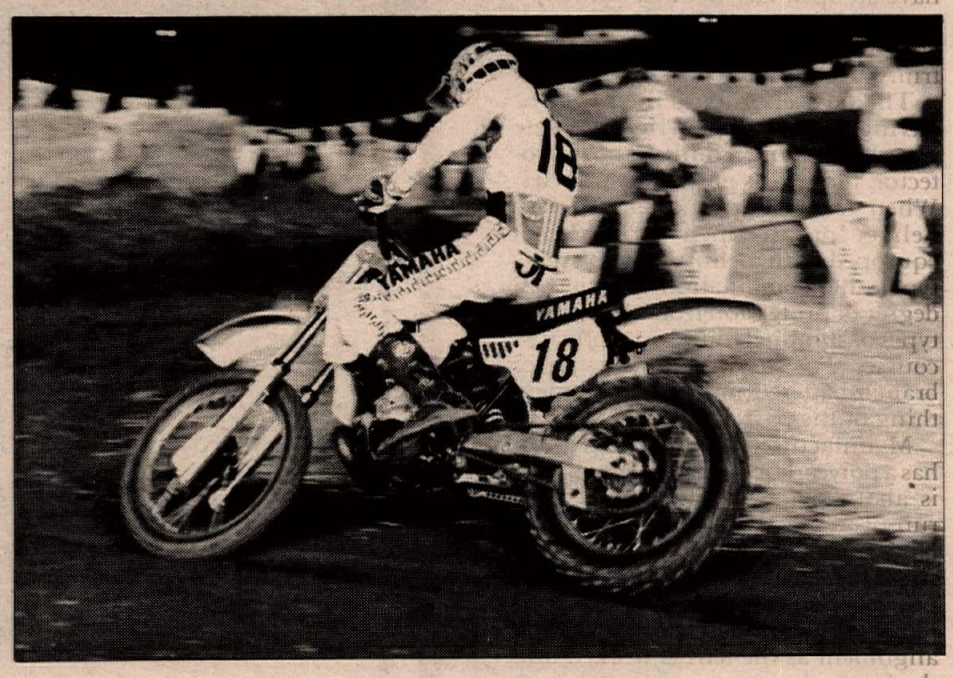


(Above) Jim Tarantino won the first heat and finished eighth in the overall. (Below) Team Tamm's Jeff Hicks took an impressive third.

(Above) Glover's only problem was a loose boot during the main. (Below) Ron Lechien survived two mishaps and still managed second.



Larry Wosick, riding a Honda. The battle for the lead was tight, but in the end, it was Wosick who wound up with the win.

A.J. Whiting put his Yamaha to the front of the pack at the start of the second semi, but his chances of winning ended early after he fell in the whoops, surrendering the lead to Yamaha-mounted Keith Bowen. Mike Larson, on a Honda, took over second while Bill Grossi settled in third on a Yamaha. Bowen, in only his third Pro race ever and his very first Supercross, managed to hold off Larson and Suzuki's George Holland.

Last-chance qualifier

Holland holeshot the last-chance qualifier start, but the Suzuki pilot dropped out during the second lap, which gave Whiting the lead. Eaton put heavy pressure on the leader, actually a bit too much pressure. The Maico pilot overshot a berm and took out a couple of haybails in the process, which cost him his qualifying hopes. Whiting, back from his semi-final crash, inherited enough of a lead to take the win.

Mini Main

There was heavy-duty racing in the Mini Expert class, and at the start of their one-and-only moto, it was Honda's Mike Healey who stole the holeshot ahead of Suzuki's Scott Brown and Yamaha-mounted Eddie Hicks. Hicks found a way around Brown during the second lap, then he set after the leader. The Yamaha pilot reeled in Healey and the two duelled for the next two laps. During these two laps, they swapped the lead several times, but Hicks finally secured the position and started to pull away from Healey. Hicks took the win ahead of Healey and Anthony Pasqualotto.

Final

Jeff Hicks surprised everyone and grabbed the holeshot ahead of Cantaloupi, Glover, Fisher, Lechien, Reid, Tarantino and Phil Larson. About halfway through the first lap, Cantaloupi stuffed his Yamaha underneath Hicks in a tight turn, clipping Hick's front wheel. Hicks almost went down, but he managed to save it. During the second lap, Cantaloupi went down, dropping back to 17th. "I caught a haybale on the second lap. I came out of the groove and it was right there," Cantaloupi later explained. "I guess somebody hit it the lap before and I just nailed the haybale and went over the bars."

Hicks retook the lead while Glover and Lechien couldn't decide over second. By the third lap, Glover had taken the top spot away from Hicks while Lechien followed in second. Through the triple jumps, Glover lost control of his mount, but he managed to recover without losing much time to Lechien. A few seconds later, Glover and Lechien tangled and Lechien almost fell off his bike. He never actually hit the ground, but he lost a lot of time dropping back to fifth. Hicks continued in second ahead of Fisher, Reid and Lechien. Fisher and Reid began to duke it out over third, and over the four jumps Reid passed Fisher.

A lap later, Lechien, who was hot on the gas, also slipped past Fisher and set out after Reid. Reid and Lechien started to make up some ground on Hicks as the two Yamaha riders battled. The Reid/Lechien duel carried them by Hicks by the 10th lap.

Soon after, Lechien tried to make a move on Reid through the studder bumps, but Reid got sideways and the two went down. "I tried to use Lechien's line through the whoops because I thought they might be smoother," said Reid later. "But I was wrong. I cut across to my old line but Lechien was using it. The next thing I knew, my face smacked against Ronnie's bike and now my face is real sore." Hicks cruised by the downed riders, again retaking second. It was then a race to get the bikes restarted, with Lechien getting the advantage. Reid recovered with a broken clutch lever and a badly bruised eye. Fisher saw his chance to catch Reid, but he overshot a turn and went down. Lechien caught up to, and passed Hicks through the four jumps, but there was not enough time to catch Glover. Glover had gained almost a half-lap lead and the only problem he had was that his left boot had come completely undone by the second lap.

Meanwhile, Cantaloupi was having an excellent ride after working his way up to fifth ahead of Ryan, Todd Harrel and Tarantino. In the end, Glover easily took the win ahead of Lechien, Hicks and a bruised Reid. Cantaloupi finished fifth with a badly mangled rear wheel.

"This is one of those races that worked out very well for me," commented Glover after the race. "I tried to get around Cantaloupi, but he went down real hard and I ran over his bike. Then Ronnie (Lechien) and I got real close and we tangled in the following turn. I just tried to hold my line and he went inside and hit a haybale and went down. After that it got a lot easier." ●

Results

FINAL: 1. Broc Glover (Yam); 2. Ron Lechien (Yam); 3. Jeff Hicks (Hon); 4. Warren Reid (Yam); 5. Donnie Cantaloupi (Yam); 6. Rick Ryan (Suz); 7. Todd Harrel (Hon); 8. Jim Tarantino (Hon); 9. Chris Heisser (Hon); 10. Mike Larson (Hon).

MINI EX: 1. Eddie Hicks (Yam); 2. Mike Healey (Hon); 3. Anthony Pasqualotto; 4. Scott Brown (Suz).

PRODUCT EVALUATION

Bolle' GP1 Goggles/Integral Pro Tear-Offs

Bolle' GP1 Goggles bring a fresh new design into the off-road eye protection field. Most designers of goggles neglect to provide any type of adequate measures to keep your nose intact, so the normal route is to mount a snap-on face guard. That works fine if you have an open face helmet, but if you want a bit more nasal insurance with your full face helmet you'll have to trim the guard down to fit inside.

The GP1 eliminates the hassle of having to buy and jury-rig a separate guard by having a built-in nose protector, molded as part of the goggles. When teamed up with a full face helmet or an open face helmet equipped with a chin guard of some type, the combination provides a degree of protection from the various types of shrapnel found on motocross courses. For the woods rider, a tree branch-battered nose will become a thing of the past.

Manufactured in France, the unit has a polycarbonate plastic lens which is about twice the thickness of the run-of-the-mill lens. It is claimed to be shatterproof, and has a scratch resistant coating. Replacing the lens proved simple, with only a single retaining post at the top requiring alignment as the lens is worked into the frame.

The Bolle' Integral Pro Tear-offs are a layer system, and attach by working the tear-off into the frame of the goggles, then pressing it over a mounting post on the left side. If you prefer, the mounting post may be switched for right side removal. As each layer is removed, the next tab pops out, making it difficult to remove more than a single layer at a time. If you've ever experienced the frustration of pulling off three or four conventional tear-offs at once in a racing situation when you only wanted to remove one, you will definitely appreciate the Bolle' system.

We found the Bolle' GP1 Goggle system to be an all-around comfortable unit, and it will make a welcome addition to a racer's gear bag. The goggles retail for $35, replacement lenses are $12, and the tear-offs sell for $4 per set of ten. The frames come in black, yellow, and red. For more information, contact Bolle' America, 3890 Elm Street, Denver, Colorado 80207.

Tom Kolnowski

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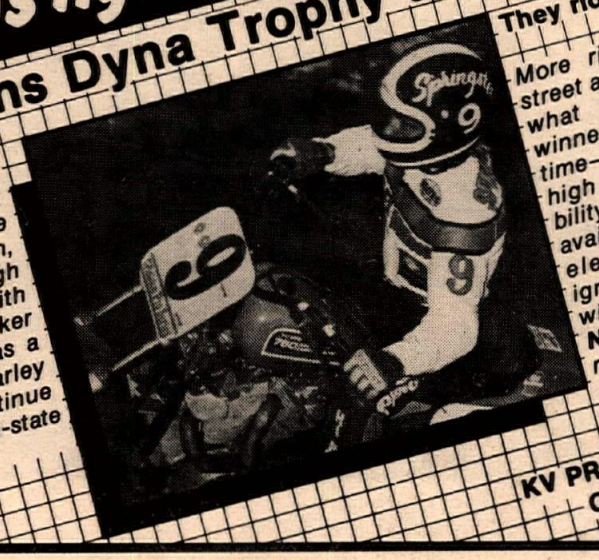
CN-1

Produced by PACE Management & Delta Motorsports, Inc.

DYNA Wins Again!

Jay wins Dyna Trophy at Ascot

Congratulations to Jay Springsteen for winning his 2nd Dyna Ignitions trophy at Ascot Park. Even though he was edged out of the race win, Springer still won enough points for the trophy. With Randy Goss and Scott Parker taking 3rd and 4th, it was a good night for Team Harley and we're proud they continue to depend on Dyna solid-state ignitions.



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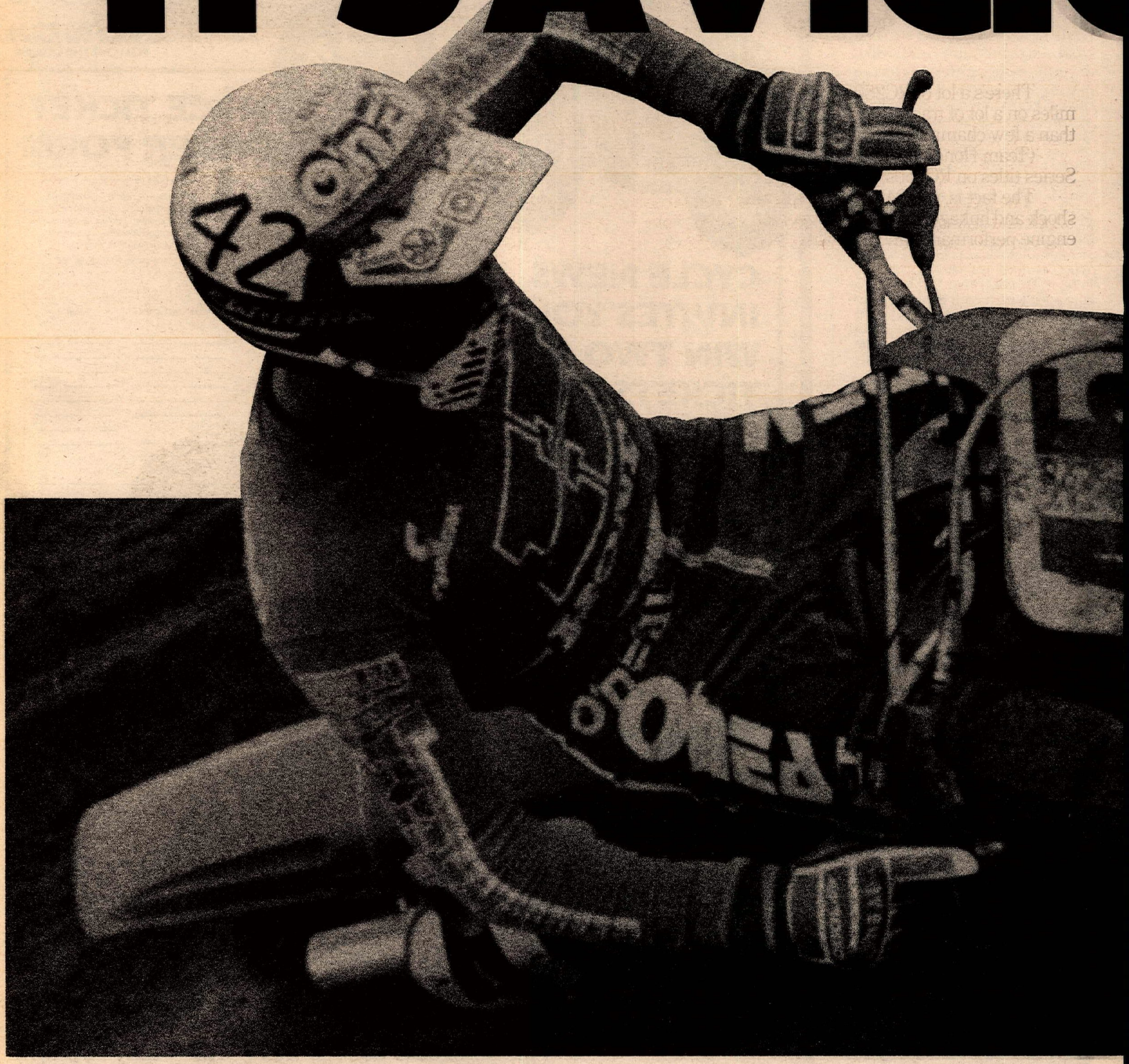

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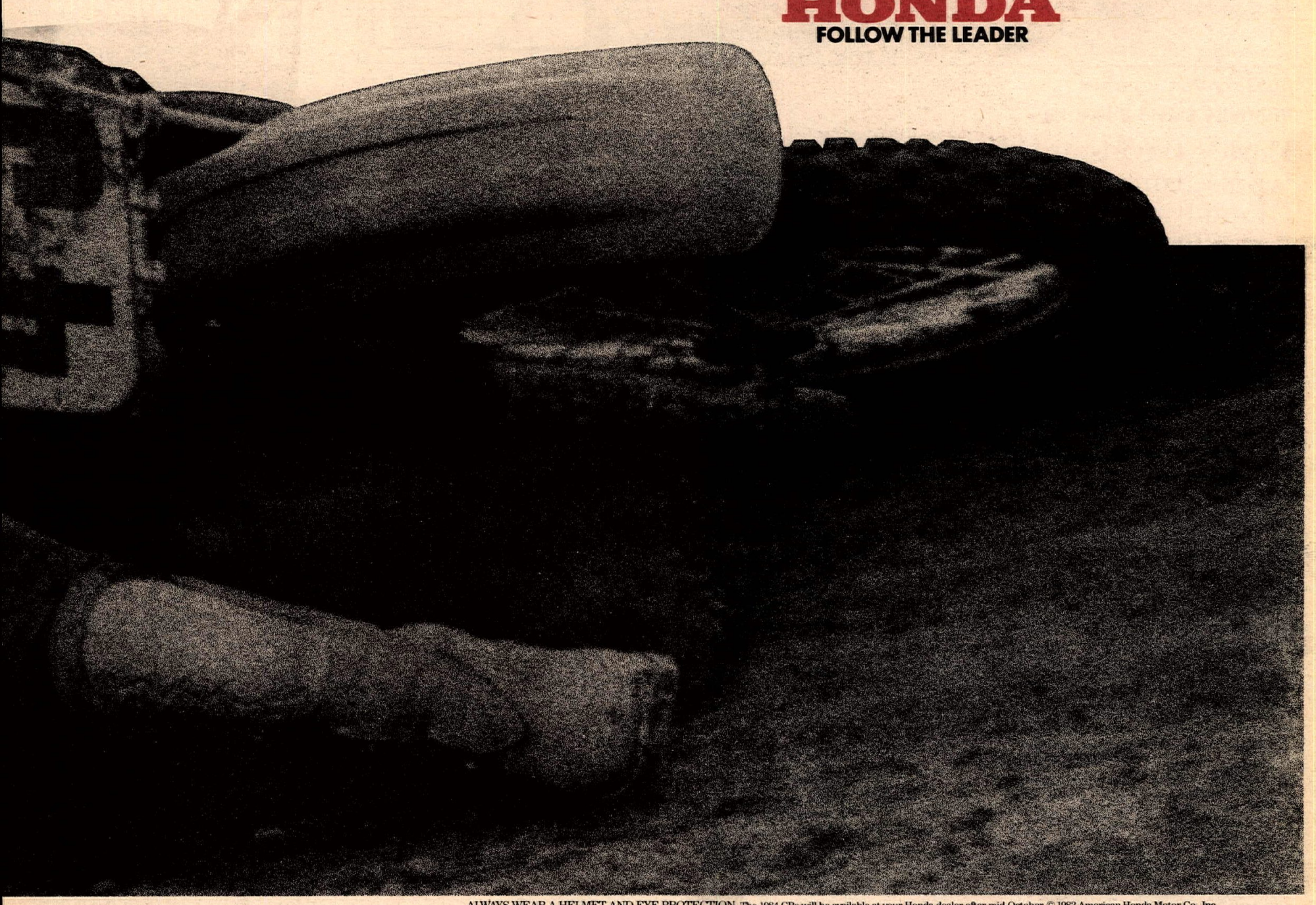

ALWAYS WEAR A HELMET AND EYE PROTECTION. The 1984 CRs will be available at your Honda dealer after mid-October. © 1983 American Honda Motor Co., Inc.

Randy Goss
'I have them on their knees'

By Gary Van Voorhis
Photo by David Edwards

Harley-Davidson factory rider Randy Goss is poised on the threshold of his second AMA Grand National Championship/Camel Pro Series title. He is in the enviable position of having a 27-point cushion over teammate Jay Springsteen after placing third in the September 24 Ascot Half Mile. With two races left in the season, the 26-year-old Goss stands a very good chance of taking the title back to his hometown of Hartland, Michigan.

Goss' first title fight in 1980 went right down to the last lap in the final National of the season with Goss taking the crown by a whisker-thin margin of one point over Hank Scott. With that in mind and the evaporation of a similarly strong position in the point standings last year by Ricky Graham, Goss stands by the rationale' "There's no such thing as a sure thing."

A "new" Goss has emerged this season, one who is decidedly more aggressive in his riding tactics and even a bit more flashy in his style. "I look at this as a fight," says Goss. "I think I have them (Graham, Bubba Shobert and Springsteen) on their knees. Now I need to knock them on their backs. Of course, there's no sense fighting unless you jump on them after you've knocked them down."

Goss' strength, his "knockout punch," has always been his consistency. His Brent Thompson-tuned XR750 very rarely records a DNF, and Goss' clean, smooth riding style keeps him out of trouble and on two wheels. He may not be the circuit's winningest rider, but he's always near the top and manages to bring home some series points. Goss has finished no lower than third in the final standings since 1980.

How does he see the rest of the season and seasons to come? Read on and gain an insight to the rider who shows no intention of letting up in his quest for the crown.

How does it feel to have a substantial points lead this late in the season?
It feels pretty good. The best points lead I had before was 16 over Hank Scott when I was going for the title in 1980. That didn't last long because I didn't make the final at the Tulsa Half Mile and Hank finished second. We left tied on points with two Nationals to run. I think having that happen was actually good for me because it made me realize there's no such thing as a sure thing. I think about what happened in 1980 everytime I go to a race now.

Do you have a strategy you're following for the final races?
The strategy is to take it one race at a time, concentrate totally on that race and try not to think about the next one. The plan is to win whenever we go to the track, but it seems I always come up with seconds. I'd like to win a couple more before the season's over. Everyone remembers who wins, they don't remember who finished second. It doesn't bother me too much that I don't win more races because my finishing is very consistent where a lot of riders who win can't always put together a string of strong finishes.

Is there much pressure on you this time?
There's a lot of pressure from different things. I don't think it's as bad as it was in 1980 because I've won a championship and I basically know what to expect as the season winds down. If anything, I'm one of the ones who says don't count on the title until you have it right in your hand and no one can take it away.

Does having your family along at the races make things better for you?
It depends on the person, but in my case it definitely helps me. It's an asset. Our family life and entertainment is mainly concentrated around racing and that helps a lot. Vickie is just as much involved in what I do as I am. Janice, our baby daughter, went to her first National at the age of two weeks and hasn't missed one yet. Even Angie, our dog, has been to all but four Nationals since we got her five years ago. She's been to more Nationals than a lot of racers.

When you have your family along on the road you don't get homesick. I would think that's a problem for some of the California riders when they come back East for two or three months. Sometimes, they probably begin to wonder what they're doing and why they're doing it.

Does Harley-Davidson pay a bonus for winning the Grand National Championship?
Harley pays $10,000 to win the championship and adds a $10,000 salary increase for the next season. Out of my salary, I pay for meals, motels, and gas to the events. Harley pays us a fee for the public relations work we do at Harley-Davidson dealerships.

Do you feel, in light of bonuses in the $100,000 range paid to motocrossers for a series title, that riders in the Grand National Championship might be getting the short end of the stick?
Hearing what they're making really makes me think about how we could get that type of money in dirt track. It seems as if even Honda is pretty tight with money in their dirt track program. I heard that Mike Kidd has a two-year contract for $60,000 a year, which is good, but it still isn't that much. If Honda paid some megabuck salaries then it would be bargaining power for everyone. I make good money, but it isn't in the Mike Kidd league.

Are you surprised the Hondas have been as competitive as they've been?
No, not really. The way Jerry Griffith works on the machines I knew it would be only a matter of time before he had something capable of really doing business. They may still be searching for consistency, but having run with them, I'd say they really work well. I think they'll be strong next season although I don't see them being able to just split and run away from everyone.

Why do you race in events other than the Nationals when teammates Scott Parker and Jay Springsteen seldom do?
I like to race at Santa Fe because the competition is always tough and a number of riders who do good there don't follow the circuit. If you can race against them in the regular weekly program at the track then you might have an edge on knowing how they ride if you come up against them in the National. I learn something everytime I race there. I've always had trouble at Santa Fe and I think you're kidding yourself if you go to Nationals at that track thinking you can win without having gotten in a bit of practice beforehand.

The main reason I race non-National races at Ascot is that we don't race on tracks like that anymore. Ascot is much more of a physical track and it takes a grit-your-teeth style of riding to do well. After racing on tracks which groove up for most of the season, it takes a while before you adapt to the style needed at Ascot. Actually, I like Ascot because it's so tough a track to master.

How many more years do you plan on racing?
I'm not sure. Probably more than I think. As it stands right now, three more years is about the most I'd really like to chase the championship as a 100-percent effort. It's getting very, very competitive out there. I feel next year we'll see an even tougher season with the new guys becoming stronger and Honda playing a bigger part in things. It's going to be so tough I think we'll see riders spectating who could just as easily be winning a given National. In circumstances like that it's going to take even more effort than it does now to do good over the long haul. The more effort needed, the more strain it puts on the rider.

Is your teammate, Jay Springsteen, still *the* rider to beat?
The way Jay was running on the half miles earlier this year, I half-jokingly said he should be put on the penalty line to give everyone else a chance. That's about the way I felt. Jay, when he's on, is tough to beat. I don't think there's a doubt in many people's minds that he's the greatest rider of all time. Jay is so good I'm not sure he really knows sometimes how or why he wins a particular race. He just does it.

How different are your bikes compared to the others on the team?
There's quite a bit of difference between the bikes we ride. Every rider and tuner pretty much run their own

program. Everyone has their own plans on what will work and what won't and that's how we go about things. We're a team, but we're also three separate teams. We do experiment occasionally. Early in the season I tried the oil pump unit from Jay's Battle of the Twins road racer on a mile bike. We used it once, but that was it. Brent and I aren't afraid to gamble. What we usually do is try to cover ourselves. We may use something which has worked for someone else, but which we haven't tried yet. If we do, we always have something else ready in case things don't work out.

We make a race plan each week which is tailored to the specific National. Once a National is over, Brent and I immediately begin planning for the next one. This year we've really been communicating a lot better. It's taken three seasons for us to come to a point where we think along the same lines and that's really taken the weight off my shoulders this year. When we first got hooked up, it was trial and error because I basically knew what I wanted. He hadn't been to many races in the previous two years so he was a bit rusty. Now Brent has track savvy and makes changes based on what he sees and how he reads track conditions for the way I ride and the way he has the bike set up. If you have to think about everything that's going on you can get confused or forget something important. Brent and I just put our heads together and make our decisions. I think it's been helping me a lot.

We're told that Harley will be switching to Rotax-powered bikes for TT and short track events. Have you ridden one yet?

As soon as the rumor came out that we would be doing that, I went out and bought a 500cc Can-Am single. I fixed it up and I've been riding it a bit. At first I thought we would be riding them in the Pontiac National TT, but now I doubt it. The initial idea was to buy complete bikes from Ron Wood, put Harley-Davidson on the tank and call them Wood-Rotax. Now it appears Harley will buy the engines and go through the (homologation) procedure with the AMA so they can call them Harleys. I guess that means we won't have the bikes until next season at Houston.

How do you feel about the remaining races? What are the keys to winning or doing well?

I feel pretty good about the final races. Obviously, I'd like to win a couple more before the end, but we'll take them as they come and run 100 percent at each.

If the season was close and the battle was going to the final event then having a TT as the last National (Pontiac, Michigan) might not be too good because there are so many things that can happen. Somebody can run into you, knock you off the course or knock you down and that's it, you're out of contention. I'd rather the last event be a half mile or a mile.

It's hard to be able to plan for Pontiac because there isn't a short track National with the TT, so they can build the track any way they want and not have to use part of a short track to hold it together. The key is training. The rider who works the hardest and rides the most before the event is going to look the smoothest. The lighter single-cylinder bikes will probably have an advantage.

Is winning the title perhaps a bit of a going away present for Harley Team Manager Dick O'Brien, who is retiring at the end of the season?

No, not really, even though he's been a good friend to all of us. I want to win the title for me and no one else. I'd be kidding if I told you anything else. •

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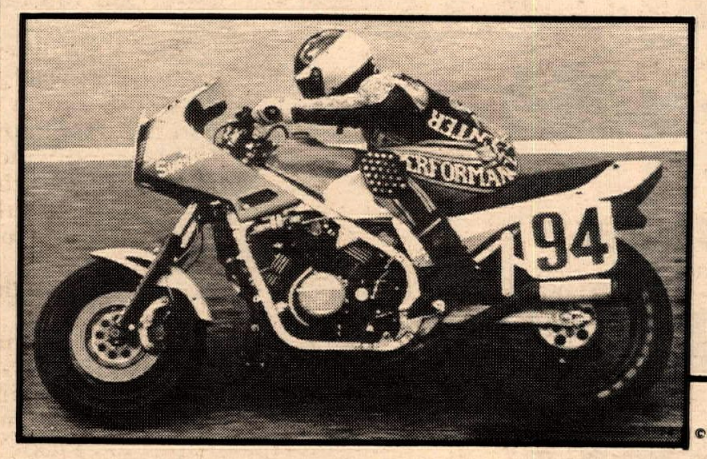

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Cycle News Closeout
When they are gone — They're gone!

High Sierra Road Rally

On the road with Roberts

By David Edwards

Some offers you just can't refuse. "Kenny Roberts is having a road run to Lake Tahoe," the voice on the other end of the cross-state phone line said. "If you can get up here, we'll have a bike ready." Come Friday evening, one of PSA's north-bound DC-9s had an extra passenger aboard, helmet in hand and saddlebags over shoulder.

Billed as the "First Annual Kenny Roberts High Sierra Road Rally," the run is part of an effort by Roberts to broaden his involvement in motorcycling. To that end, Roberts has bought a Yamaha dealership in San Jose and plans to sponsor races, such as last month's San Jose Mile National.

Whether or not Roberts retires from racing this year (see interview next page), he plans to stay involved with motorcycles. "I'd like to make this ride an annual thing, maybe even enlarge it to twice a year," Roberts said. "Basically, I want to keep my name involved in motorcycling. I've spent a long time building up the name to what it is now, and I want it to continue," he added.

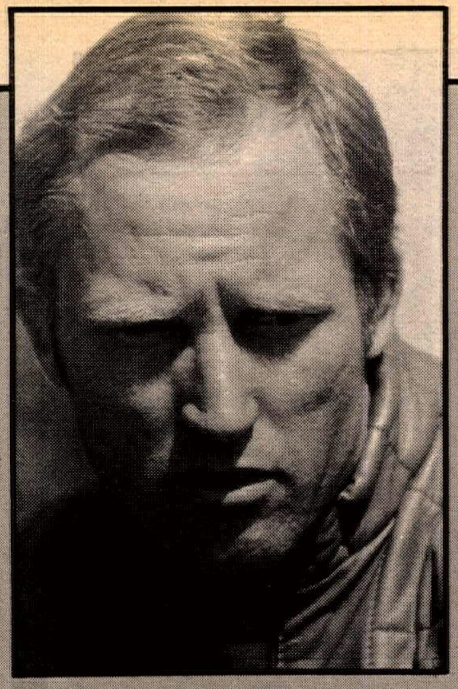
The ride began at Roberts' house in Oakdale, a small town in northern California, about 60 miles south of the state capital, Sacramento. After brunch and some small talk with the 38 or so other riders on the run, we were all getting a little restless and ready to get underway. Roberts, resplendent in a burnt-orange, soft-leather jumpsuit, mounted his Seca 900 and, along with Sparky Edmonston, a friend of Robert's who's an ex-racer, part-time actor, part-time truck driver and full-time crazy person, blasted off in a flurry of wheelies (Roberts) and half-on-half-off-the-bike, curb-to-curb wobbles (Edmonston).

The ride took us through some absolutely stunning motorcycle country. Old mining towns, grassy meadows complete with grazing horses, smooth winding roads past glass-smooth lakes, with just enough twists to make things interesting, and every now and then a glimpse of snow on the mountains. We went through Calaveras County, home of Mark Twain's celebrated jumping frog, where we met "John", a rather gruff old coot who had piled every bit of junk within miles onto his straining bicycle, which had promptly burst its tires in protest. A rainstorm that threatened to turn into sleet (it gets cold in the mountains even in summer) didn't dampen the group's enthusiasm — even those without rainsuits refused to load their bikes into the support van, and continued on.

Once we got to Lake Tahoe, we found our way to our abode for the evening, a group of two-story-plus-loft condominiums right on the lake. A quick shower and it was time for a delicious dinner overlooking the lake. After dinner, tour organizer Brian Farnsworth led a "roast" of Roberts and a few unfortunate others that was wonderfully insightful, frightfully hilarious and deliciously unprintable.

A quick tour of the casinos that night was followed much too quickly by breakfast the next morning, and after an obligatory "class picture," the ride was officially over, although Roberts did invite those who didn't have to leave immediately to take a quick run to his vacation "cabin" above the lake. All in all, a pretty nice way to spend a weekend — good food, exciting roads, breathtaking scenery and good company. Well worth the $150 entry fee.

After all, who did *you* go riding with last weekend? •



Kenny Roberts at the crossroads: One more year?

By David Edwards

After almost 200 miles of getting only a glimpse of Kenny Roberts as he streaked off into the distance, we finally caught up to the three-time World Champion at the end of the High Sierra Road Rally and asked him a few questions about the past season and his plans for the future.

The 1983 season was the most exciting in recent memory. Now that a month has passed since the Imola final, what are your impressions of the season?
Well, it was a good season. I like getting down in the dirt and trying to scrape up three or four points. That's what makes it fun— what it's all about. In spite of all the time away from home, I had a fun year. It's just that any luck that fell, (Freddie) Spencer got 60-70 percent of it. As far as the actual riding, he won six and I won six, and the rest was just luck that fell on his side.

You've been plagued in recent year's by ill-handling or underpowered motorcycles. How did your equipment stack up this year?
It was the first season since 1980 that I've had a motorcycle that was equal to or better than everybody else's. Yamaha did a really good job on the motorcycle this year; it didn't do tankslappers and it didn't chew up tires. It was like the 1980 season where I could just ride it 100 percent and that was enough. In 1982, I went 120 percent and still couldn't keep the thing on the track.

Of course, the pivotal point of the season was Spencer's controversial last-lap pass for the win at the Swedish GP. Any additional thoughts about that?
Freddie's young and he had a helluva lot of pressure on him, and I just think he forgot where he was. Everyone makes mistakes now and then. Had it happened in the second race of the season, I'd have said, 'Hey, Freddie, you goofed up; no problem.' But what really ticked me off was that the championship came down to that. That's why I was so hot about it. I don't think that's the way you win world championships. He apologized afterwards; had he not apologized, I'd have probably run him right off the track in Italy.

You've hinted that, win or lose, the 1983 season would be your last. Will you give it another shot next year?
Well, if I'd have won the championship this year, I would have definitely retired. Right now, I have no plans, but if Yamaha had given me another contract after the Swedish GP, I would have signed on right then for another year.

The main reason I'm thinking about retiring is that it's just taking too much time. There is no off season anymore. I've got to go to France now, then right after I get back I have to go to Japan for a TV race. If I race next year, I'll probably have to start testing in December. The first race will be in early April, and '84 schedule will be even longer than this year's.

We understand you will begin negotiations with Yamaha next month about the 1984 season. Can you comment on what you'll talk about?
They'll probably make three proposals. One will be going to Europe and racing, one will be racing in the States and the other will probably be helping out the teams, both in America and Europe, as an advisor. I just have to make up my mind which one I want to do, but if I don't get enough time off, I won't do anything.

If you stay in the U.S., is there a chance that we'll be seeing Kenny Roberts racing on the dirt tracks?
Right now there is no talk of dirt racing. I did Houston (short track and TT) last year and that was a mistake. I went down there and they (the promoters) didn't advertise the race, which made me mad, so I won't be going back. When I do make a committment to do something like that and they don't spend a nickel on advertising, I feel like I'm wasting my time. When I come to Laguna Seca, they spend money to tell people that I'm coming.

We've heard that Yamaha may field a Superbike team for 1985. Is that something you're interested in?
Well, we're looking at it, obviously. But I don't think racing Superbikes is the way I want to go out. We'll have to wait and see, it's a little hard to predict right now.

If you do decide to race in Europe next year, do you think it'll be a repeat of this year's battle between you and Spencer?
Yes, I think the competition would come from Spencer and I think it would be a tough year. I like competing against Freddie because he races all the time. He doesn't make excuses and he races from the first lap to the last. I like that better than having somebody see me and give up. He's a racer. This year, he was unbelievable, but after some riders win the title, they tend to slow down. We'll have to see. •

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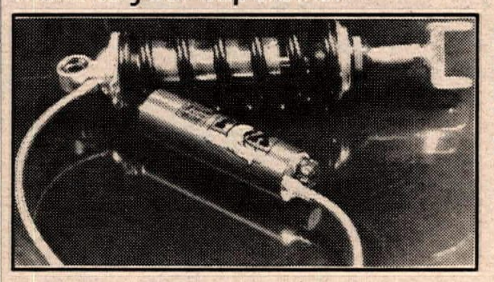

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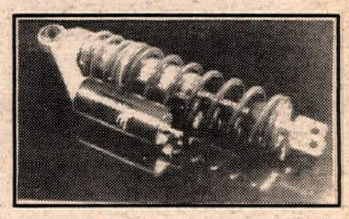

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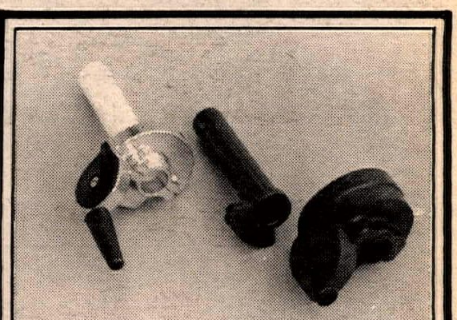

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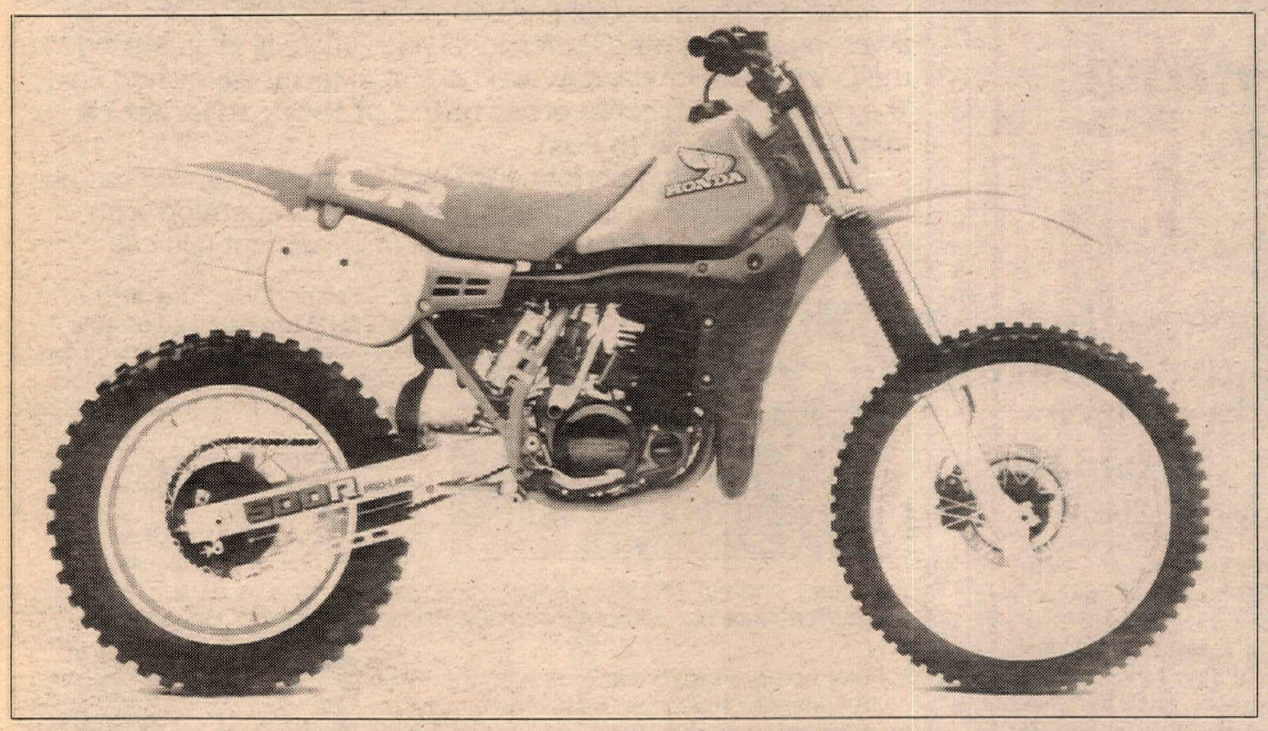
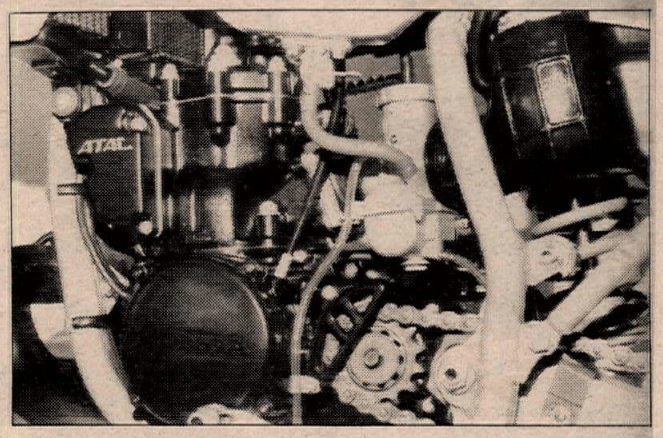
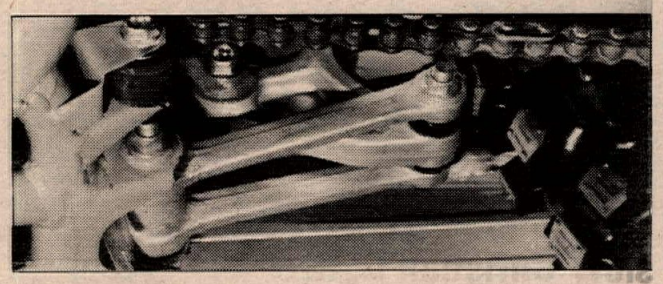
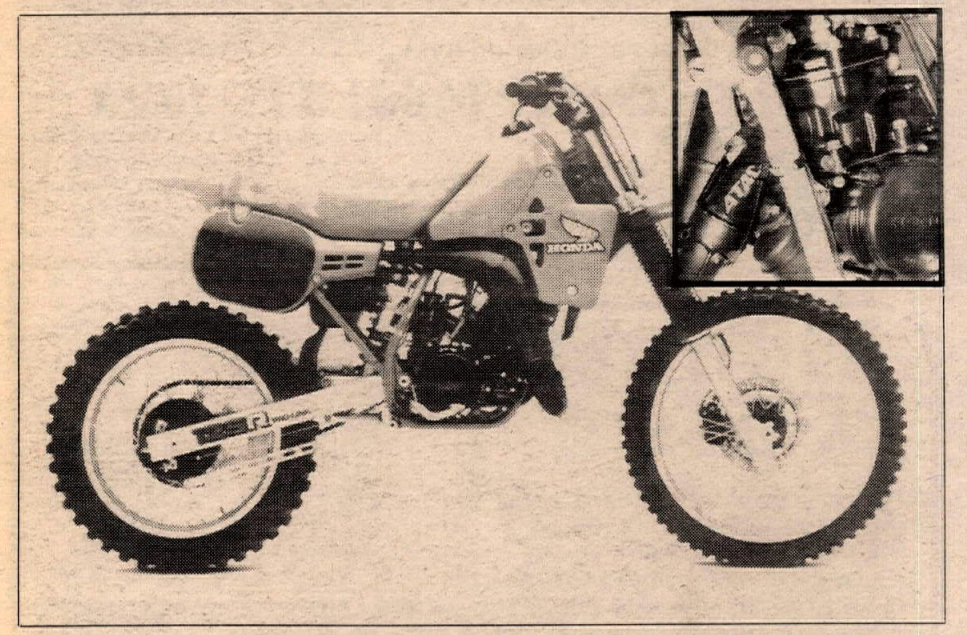
What's in store for '84: CR Hondas



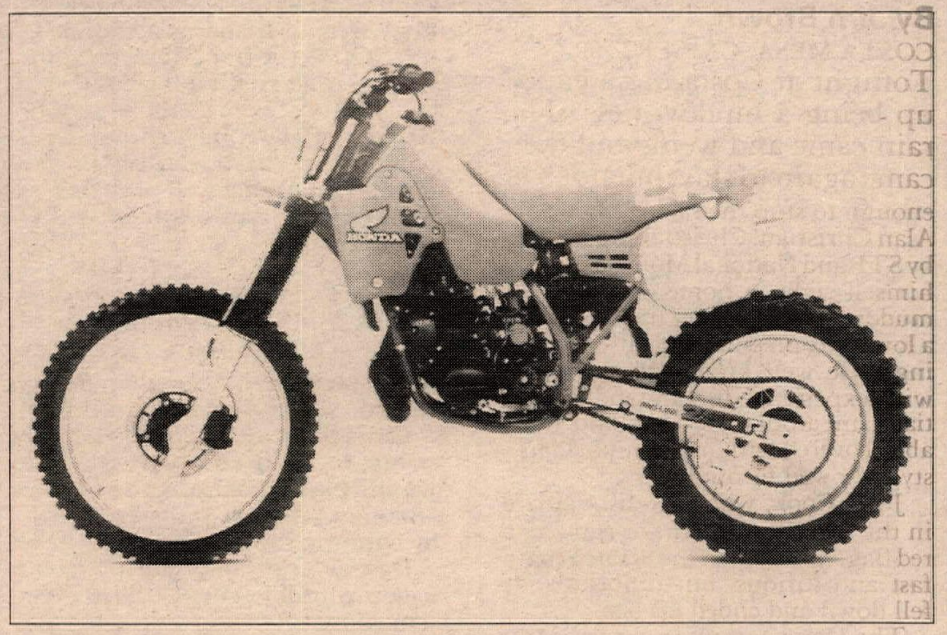




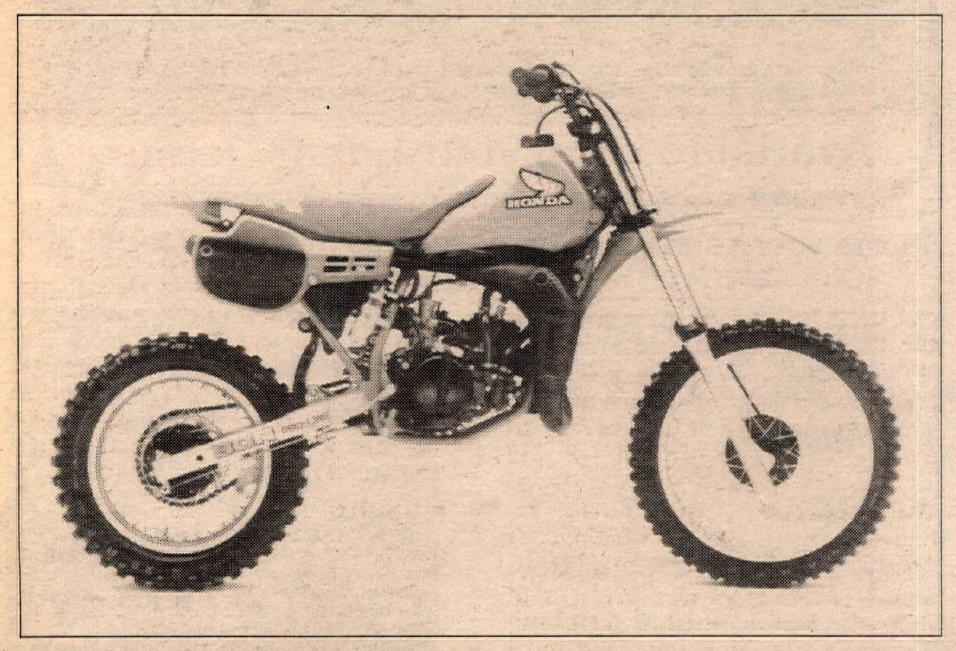
(Above left) For 1984, Honda's big-bore motocrosser displaces 491cc's. (Top right) The new CR250 engine features A.T.A.C., a chamber that is opened at certain rpm's to alter the exhaust resonance, aiding low- and mid-range power. (Above right) Honda revised their MXers' rear suspension links for 1984.

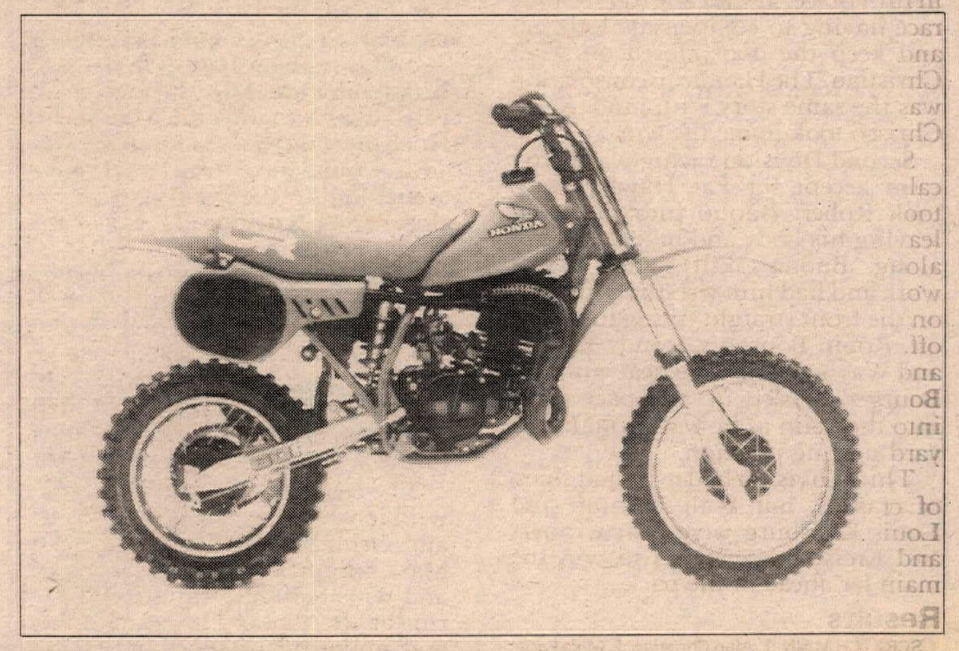


(Above) At 191 pounds, the CR125 weighs in below FIM and AMA limits. (Inset) The 125's A.T.A.C. system is located between the frame's down tubes. (Below) The CR80 also has A.T.A.C., and a claimed 21 horsepower.

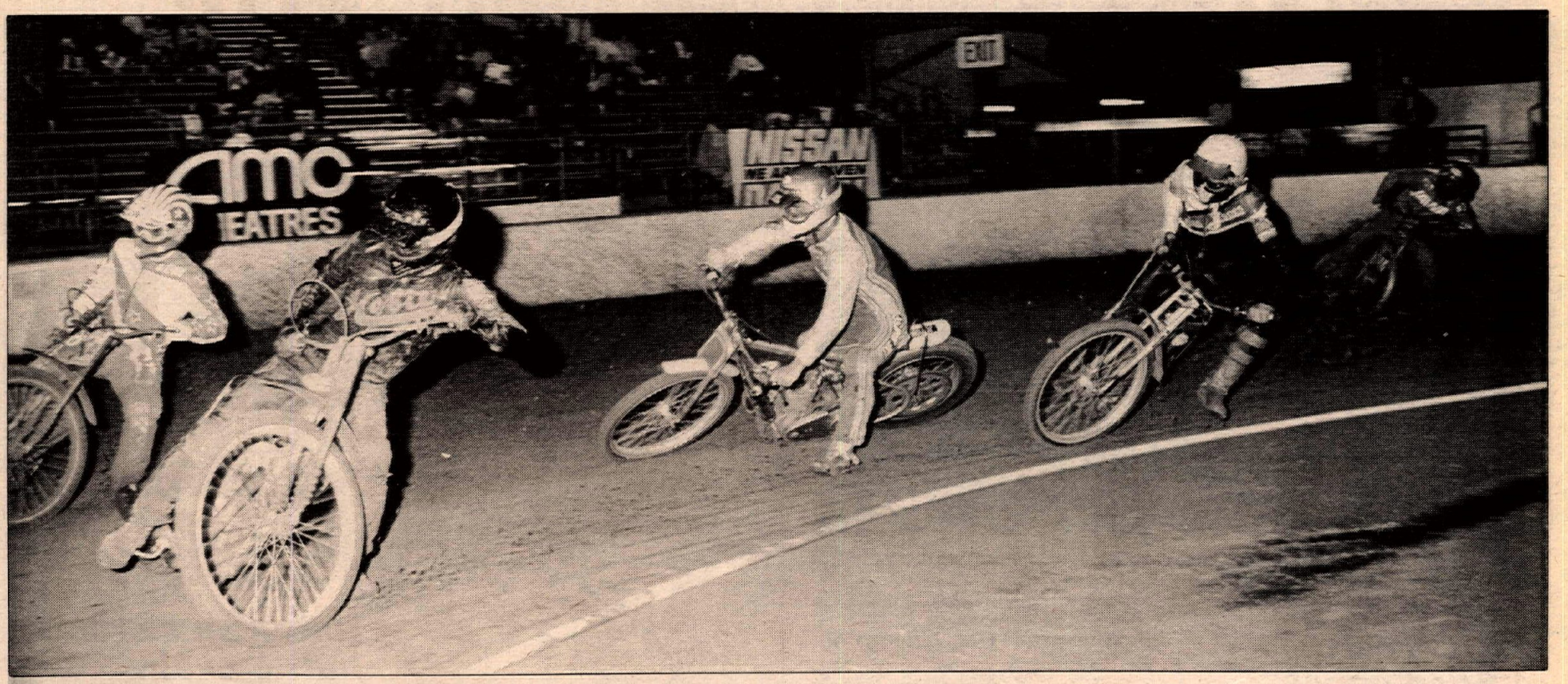


(Above) Like the 125 and 500, the CR250 features a hydraulic front disc brake. Both front and rear suspension systems offer 12 inches of travel. (Below) Honda will go trophy hunting in the Mini classes with their CR60.





SPEEDWAY WEEK



Leni Faas (left) and Denny Scopellite duel while leading a pack of frenzied riders at Costa Mesa.

Even rain cannot slow Christian down at Costa Mesa

By Jim Brown

COSTA MESA, CA, SEPT. 30

Tonight at Costa Mesa ended up being a muddy mess. The rain came and went, and then came again to stay, but not bad enough to stop the racing or to stop Alan Christian. Christian, sponsored by STP and National Monetary found himself right at home on the slick muddy track. The wet track requires a lower tire pressure and different riding style well known to the riders with experience in England. Christian came around the track unidentifiable, covered with mud, but his same style showed through.

John Cook, who was disqualified in the Handicap main for causing a red flag, came out in the Scratch main fast and furious, but unfortunately fell down and ended up last.

The Handicap main hosted Mike Mazzacane as winner, with Alan Christian hot on his trail for second place. Mike Faria's bike broke leaving him in fifth place. Mazzacane rode out the race having to compensate for mud and keep the door closed on Alan Christian. The Handicap consolation was the same story with mud. Keith Chrisco took home the win.

Second Division racing was pretty calm accept for Pat Hawley, who took Robert Buono into the wall, leaving his body and bike bouncing along. Buono's kill switch didn't work and had him wrestling his bike on the front straight trying to shut it off. Robin Bourgois, Randy Blevins and Wayne Leutz were heat winners. Bourgeous keep up the pace right into the main as he won from his 20 yard starting position.

Third Division had it's usual share of crashes, but Walt Farnum and Louis Kreisburg were heat winners and Kreisburg went on to win the main far ahead of the pack.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Mike Faria; 3. Mike Bast; 4. John Cook.

HANDICAP MAIN: 1. Mike Mazzacane; 2. Alan Christian; 3. Ed Castro; 4. Dave DeTemple; 5. Mike Faria; 6. John Cook.

SEC DIV: 1. Robin Bourgeous; 2. Randy Blevins; 3. Trace Willis; 4. Bill Weaver; 5. Chris Mistretta; 6. Wayne Leutz.

THIRD DIV: 1. Louis Krisburg; 2. Russell Bacarella; 3. Jon Pavano; 4. Randy Roscamp; 5. Mike Buschman; 6. Walt Farnum.

Reichardt romps, Troudt tromps at Bandimere

By Bud Coach

MORRISON, CO, SEPT. 21

Those who brave the chilly fall evening to attend the regular Wednesday night speedway races at John Bandimere's Costa Mesa-sized race track got their moneys worth.

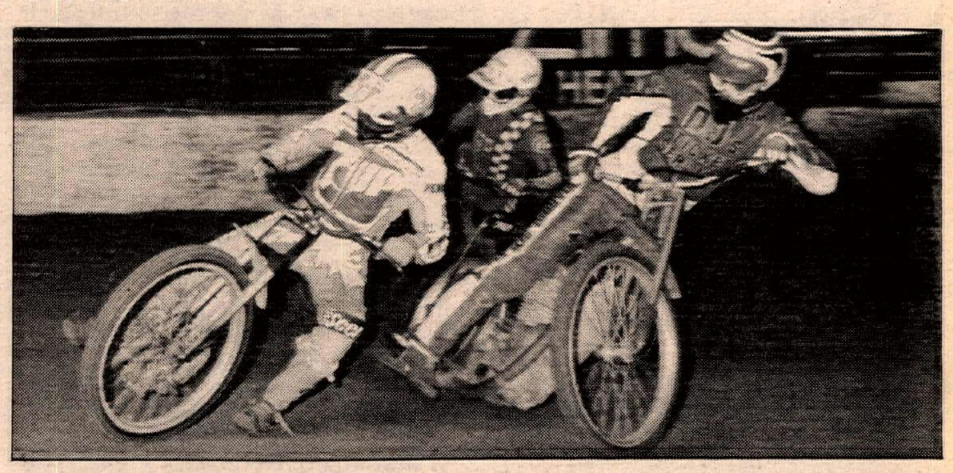
Chris Reichardt extended his long string of main event victories by winning the Scratch Main and Jimmy "Shazam" Troudt started his string by winning the Handicap Main.

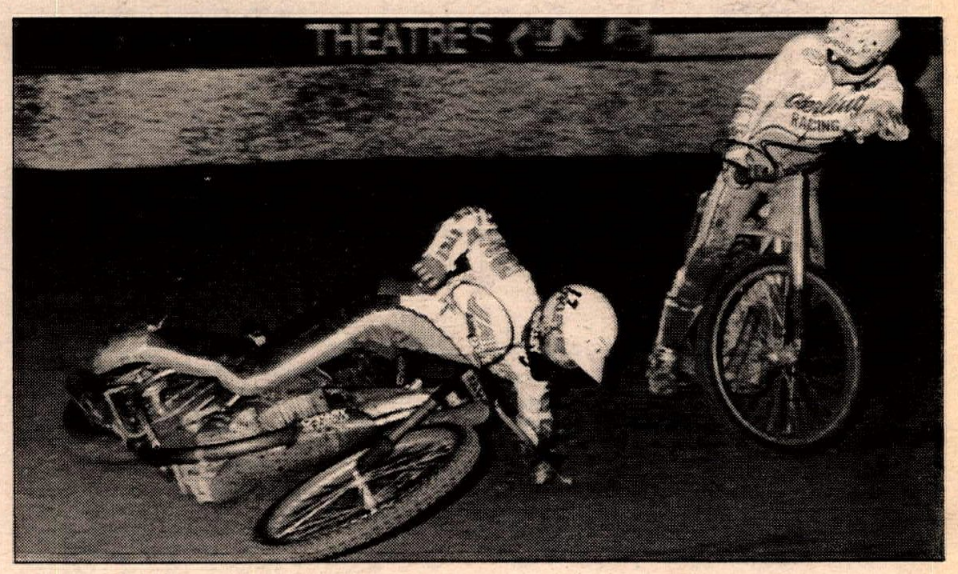
Dave Pieper and Lance Darsow had a running gun battle in their scratch semi that resulted in Darsow's exclusion after the finish. Reichardt and Troudt used their Weslakes as weapons on each other for a while in their semi. Both survived, but Troudt was a little upset. Judging from the main event results, maybe Troudt should get upset more often. Brian Hoel and Scott Ormiston finished 1-2 in their scratch heat with Hoel nipping Ormiston at the line. This would have been an ordinary event despite the many passes and close racing. They never touched each other once in four whole laps! Ordinarily they can't even pit in close proximity without knocking each other over. After the finish they came down the back straight shaking hands.

The Match race saw Bill Walsh and Larry Metherd dice for two laps with Walsh nipping Metherd at the line in a giant wheelie.

The Handicap Main was filled with long yardage types as Reichardt and Ormiston off the 50, Hoel and Mark Borgman off the 40, and Troudt and Walsh off the 30 all tried to get a run at the tapes. The watchful eye and imposing presence of assistant referee, Frank Manley, kept them all relatively honest and the start was beautiful with everyone arriving at the apex of one and two at the same time. For the next five laps, Ormiston tried to push by Borgman and Reichardt on the outside line up against the fence. Ormiston found a slick spot and did a quick 360 while the pack escaped. Reichardt, meanwhile, wasn't having much luck trying to drive around the outside of the Troudt/Hoel skirmish and the Walsh/Borgman battle. Finally he had to drive it down into the first useable gap that opened up. That was between Hoel and Walsh and thats the way it finished: grinning Troudt in first, Hoel in second and a frustrated Reichardt in third.

The Scratch Main had Troudt, Dave Pieper, and Reichardt lined up in that order while lone Jawa pilot, Ormiston leaned against the wall. A turn four tangle between Dave Pieper and Reichardt brought out the red flag and loud verbiage from Rei chardt. The restart saw Reichardt get the gate with Ormiston right behind and Troudt in third. Reichardt held on and took the win ahead of Ormiston and Troudt. •





(Top) Gene Woods, John Sandona and Jim Lawson dice, while (below) two riders display two kinds of crashes; a low side and a high side.

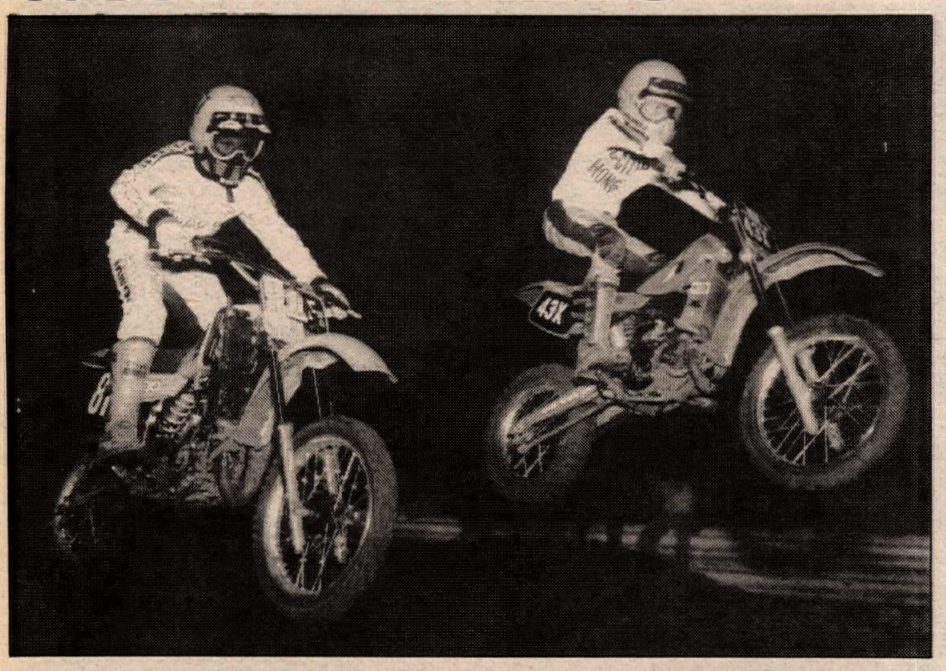
Results

SCRATCH MAIN: 1. Chris Reichardt (Wes); 2. Scott Ormiston (Jaw); 3. Jimmy Troudt (Wes); 4. Dave Pieper (Wes).

HANDICAP MAIN: 1. Jimmy Troudt (Wes); 2. Brian Hoel (Jap); 3. Chris Reichardt (Wes); 4. Bill Walsh (Jaw); 5. Mark Borgman (Jaw).

SEC DIV: 1. Mark Head (Jaw); 2. Dave McMillan (Jaw); 3. Marty Bland (Jap); 4. Mike Gray (Jaw); 5. Vince Reichardt (Jaw); 6. Steve Smith (Jaw).

Western hotline



Tony Fuller (81F) and David Wodaszewski fly over the double jumps in the Mini Intermediate class at Ascot Park.

B.A.T. trials at Saddleback

By Tim Walker

ORANGE, CA, SEPT. 25

Bay Area Trialers club held their second event of the year today. Three loops, nine sections each faced the riders, challenging their feet up abilities. The sections consisted of mostly dirt banks and the usual saddleback rocks. An overall easy trials for Novice and Beginner riders, the Amateur and Expert riders had a few difficult but ridable sections.

Sections eight and nine for Amateur and Experts were in a gully with many tight turns, ledges and narrow passages. There were no cleans and very few one's scored here. The toughest section for Novices was six. Consisting of a small rock climb, then a steep decent with a sharp left hand turn at the bottom then another rock climb, this time steeper and longer. The lowest score was a two, the Amateur and Experts had the same route and they also had no cleans at this section.

Mike Lauxen rode consistent to win the Expert class. Finishing second after leading the first loop was Oli Thordarson. John Robertson edged Mark Webster for third by two points. First time Expert Sonny Baskin was fifth.

Yamaha mounted Reiji Nakayama and Kevin Norton on a SWM battled again in the Amateur class. Both had the same scores on the first and last loop. The second loop was the clincher for Reiji as he beat Kevin by a slim four points. Scott Anaard of V.O.T.E. carded a third-place finish.

Results

EX: 1. Mike Lauxen (Cag); 2. Oli Thordarson (Mon); 3. John Robertson (Bul).
AMA: 1. Reiji Nakayama (Yam); 2. Kevin Norton (SWM); 3. Scott Anaard (Hon).
NOV: 1. Tim Walker (SWM); 2. Clyde Butler (Mon); 3. Brian Fraser (Mon).
BEG: 1. Greg Bush; 2. Ray Butler; 3. Jeff Uniack.
SR AMA: 1. Gil Smith (Bul); 2. Tom Hascher (Bul); 3. Jack Hemingway (SWM).
SR NOV: 1. Ron Stevens (Fan); 2. Craig Hunter (Bul); Bob Schlatter (Bul).

Walters, Bishop heat up San Diego State Round

By Tim Walker

McCAIN VALLEY, CA, SEPT. 18

The Third Round of the California State Trials Championship was organized by the San Diego Trials Riders. Hundred degree heat was the biggest obstacle the riders had to contend with. Rated as an easy event by most riders, the sections consisted of rock slabs which offered good traction.

Dwaine Walters easily won the expert class with a score of nineteen points. The battle was for second with four riders within five points of each other. Cagiva-mounted Mike Lauxen scored second followed by Matt Pritchard, Oli Thordarson and Mark Webster.

The Amateur class was a duel to the finish between Kevin Norton and Rieji Nakayama. Norton took the win by a scant five points, when Nakayama fived the last section. Nakayama was riding a brand new Yamaha 250cc Monoshock, that he bought in Japan. Don Buxton from San Diego finished third.

Matt Bishop from San Luis Obispo devastated the Novice class with a five point loss. His closest competition was from Bill Hunter, nine points back. Tim Walker finished a close third.

Results

EX: 1. Dwaine Walters; 2. Mike Lauxen; 3. Matt Pritchard.
AMA: 1. Kevin Norton; 2. Reiji Nakayama; 3. Don Buxton.
NOV: 1. Matt Bishop ; 2. Bill Hunter; 3. Tim Walker.
BEG: 1. Brad Ambrose; 2. Pat Fox; 3. Don Ruth.
SEN AMA: 1. Gill Smith; 2. Art Webster; 3. Eileen Smith.
SR NOV: 1. Craig Hunter; 2. Ron Stevens; 3. Martin Argo.
SR BEG: 1. Alphonse Boulanger; 2. Les Peterson.

Birmingham blasts to DeAnza MX win

By Michael Gillies

SUNNYMEAD, CA, SEPT. 18

LOP's Jay Birmingham (Suz) used a 1-2 score to grab the overall win in the 125cc Novice class today at DeAnza Cycle Park's weekly motocross.

Tracy Laye (Yam) holeshot the first moto ahead of Mark Milam (Kaw), Johnny Bonacci (Yam), Birmingham, and Ron McCall (Suz). Laye bailed off early in the first lap, giving the lead to Milam. By the second lap, Milam had pulled the rest of the field by at least 10 seconds and was riding well within his limits. Meanwhile, Birmingham passed Bonacci for second while Laye had worked up from last place to challenge McCall for fourth. Milam gave his chance of receiving a trophy away on the sixth lap when he passed a lapped rider on the yellow flag, which put him back one lap. Laye passed McCall for third and held McCall off for two laps, but Laye gave in to the Suzuki pilot's pressure on the last lap; making the order Birmingham first, Bonacci second, and McCall third.

Bonacci's Yamaha shot him up the start hill ahead of Birmingham, Laye, and McCall in the second moto. Bonacci and Birmingham diced heavily for the first five laps, trading positions more than once, when an off track excursion cost Bonacci the lead. Laye was running a close third and took full advantage of Bonacci's slip in concentration by passing both the leaders for first. Laye held on to the lead by riding carefully with no mistakes and crossed the finish line with Birmingham and Bonacci trailing. The best overall score was Birmingham's 1-2, while Laye's 4-1 was second over Bonacci's 2-3.

Results

JR CYCLE: 1. Erhraim Benjamin (Yam).
MINI BEG: 1. Steve Jones (Kaw); 2. Richard Geraghty (Yam); 3. Travis Johnson (Suz).
125 BEG: 1. Mark Guertin (Suz); 2. Mike Laquerre (Yam).
125 NOV: 1. Jay Birmingham (Suz); 2. Tracy Laye (Yam); 3. Johnny Bonacci (Yam).
125 INT: 1. Tom Combs (Yam); 2. Jim Kohara (Kaw); 3. Mike Fitzgerald (Hon).
250 BEG: 1. Greg Traver (Hon); 2. Bob Doyle (Yam); 3. Don Wildorn (Yam).
250 INT: 1. Bill Pelto (Yam); 2. Mike Gillies (Suz); 3. Jim Cogley (Yam).

250 PRO: 1. Greg Zitterkopf (Hon); 2. David Williams (Suz); 3. Keith Williamson (Yam).
OPEN BEG: 1. Danny Morales (Hon); 2. Dan Luthrell (Mai); 3. Mike Michetti (Hon).
OPEN NOV: 1. Jim Caspio (Suz); 2. Sean Mitchell (Kaw); 3. Dean Teague (Mai).
OPEN INT: 1. Cory Timms (Hus); 2. Tim Criswell (Hon).
OPEN PRO: 1. Dan Paulson (Hon).
VET BEG: 1. Mike Rios (Hon); 2. Billy Traver (Hon).
VET EX: 1. Bruce Prall (Yam); 2. Dan Sanchez (Suz); 3. Paul Wilde (Yam).

Ellis and Huston hot Budweiser series riders

By Tom Griffith

VALENCIA, CA, SEPT. 16

Andy Ellis surprised his rooting section with a switch to the 250cc Pro class tonight as American Motocross Enterprises ran race eleven of the Budweiser Summer Series under the lights at Indian Dunes. Still getting accustomed to the RM250, Andy Ellis got only average starts of both 250cc Pro motos; but motored with ease through the modified International Track. Running as far back as last, Ellis seemed to catch fire about mid-race in moto one, and used the 180 degree sand turn, just before the tower, to propel the Bill Moore-prepared Suzuki past his competitors over the stadium jumps. But Ellis was unable to catch the Pacific Brass Honda of Kenny Zahrt who was running clear of traffic after the holeshot.

The second moto start caused some controversy as Zahrt was left at the gate. Robert Laughlin led lap one, but Zahrt was back in the pack before lap one ended. Ellis' cheering section went wild when he picked off about one rider a lap. Following Ellis was Honda-mounted Kelly Pugmire. The pair finished moto two in that order as well as taking overall honors and the dollars.

Results

PEE WEE: 1. Jeff Willoh (Yam); 2. Pat Wade (Yam); 3. Jerod Whiteley (Suz).
JR CYCLE: 1. John Shaver (Kaw); 2. Andy Sisk; 3. Dan Chambers (Yam).
JR CYCLE INT: 1. Doug Huston (Kaw); 2. Damon Huffman (Kaw); 3. Joel Tokarsky (Kaw).
JR CYCLE: 1. Ronnie Densford (Hon).
MINI BEG DIV I: 1. Keith Bowen (Kaw); 2. Todd Farmer (Kaw); 3. Andy Murphy (Suz).
MINI BEG DIV II: 1. Jimmy Mours (Kaw); 2. William Galinto (Yam); 3. Robbie Dunham (Yam).
MINI JR: 1. Danny Lamb (Suz); 2. Rick Smith (Suz); 3. Lenny Smith (Yam).
MINI INT: 1. Jeff Mabery (Kaw).
MINI PRO: 1. Willie Surratt (Kaw); 2. Kyle Lewis (Kaw); 3. Eddie Hicks (Yam).
125 BEG DIV I: 1. Alex Teno (Suz); 2. Ian Greenwood (Yam); 3. Newton Gray (Suz).
125 BEG DIV II: 1. Jack Ferra (Yam); 2. Barry Willingham (Cag); 3. Richard O'Weger (Hon).
125 JR: 1. Paul Thompson (Hon); 2. Guy Giffin (Hon); 3. Doug Doody (Hon).
125 INT: 1. Joe Lozano (Hon); 2. Eric Casas (Hon); 3. Curt Farrar (Yam).
125 PRO: 1. Russ Wageman (Suz); 2. Jon Ortner (Yam); 3. Jim Simons (Yam).
250 JR: 1. Keith Smart (Hon); 2. Jim Neubauer (Suz); 3. Bill Handal (Suz).
250 INT: 1. Jeff Hanzo (KTM); 2. Mike Watson (Yam); 3. Ray Groom (Cag).
250 PRO: 1. Andy Ellis (Suz); 2. Kelly Pugmire (Hon); 3. Ken Zahrt (Hon).
500 INT: 1. Gregg Blechman (Hon).
500 PRO: 1. Steve Schmitz (Hon).
VET JR: 1. Joe Whiteley (Yam); 2. Richard Drolen (Hus).
VET EXP: 1. Randy Lewis (Hus); 2. Bob Dunham (Yam); 3. Alan Verchick (Yam).
THREE-WHEEL 200: 1. Thomas Crase (Hon); 2. Jon Lozon (Hon).
THREE—WHEEL 250: 1. Jim Matson (Hon).

Hilton and Bruner battle again

By Pam Hardin

PHOENIX, AZ, SEPT. 9-10

In the heat of the night for the first race in a series of six at the Arizona Fall Championships one of the most fiery races was the 125cc Amateur Stock class.

The first moto was a scorcher with Shawn Hilton, a Bell Road Kawasaki rider and Kawasaki Motor Corp. rider Bryan Bruner, battling from the start.

It was Bruner gliding out ahead of Hilton and Yamaha's "Dangerous" Dennis Parker. By lap one the three had developed space in front of the rest. They rode close enough to ride on the same bike and they tangled too many times to mention. On the fourth lap Parker slid out in a berm and had problems getting his bike running again. He ended up at the back of the pack and stayed there till the finish. On the same lap Hilton was bouncing out of a rut and off his bike. By the time he remounted, Bruner was 12-seconds ahead with more than half the race gone.

The first moto score sheet listed Bruner first, Hilton, Maxima's Dave Fouquette and Dave Townsend in fourth. Don Little rounded out the top five.

The second moto start saw Hilton, Honda House's Rob Olson and Townsend in front with Parker fourth after one lap. Bruner had fallen in the first turn and got up in the back of the pack of 20 riders.

By the fourth lap Bruener was in sixth with Hilton in a very comfortable lead. Olson was about the same with Townsend, who was holding off Parker. It stayed that way until the finish with Bruner moving into fifth ahead of Fouquette.

Results

Y ZINGER: 1. Brandon Hopkins (Yam); 2. Nathan Maxwell.
PEE WEE NOV: 1. Brian Cook (Kaw); 2. Kevin Kinman (Hon); 3. Preston Cantu (Yam).
PEE WEE AM: 1. Jimmy Button (Hon); 2. Damon Watkins (Kaw); 3. Chip Young (Hon).
80 BEG: 1. Jessy Morgan (Kaw); 2. Mark Branson (Kaw); 3. Morgan Adams (Kaw).
80 NOV STK: 1. J.J. Tunnell (Suz); 2. Randy Shipley (Kaw); 3. Bill Sands (Suz).
80 NOV MOD: 1. J.J. Tunnell (Suz); 2. Randy Shipley (Kaw); 3. Don Tistle (Kaw).
80 AM STK: 1. Scott Bawden (Kaw); 2. Wes Parker (Yam); 3. David Pedersen (Kaw).
80 AM MOD: 1. Scott Bawden (Kaw); 2. Wes Parker (Yam); 3. Brent Wineland (Yam).
80 EX STK: 1. Robert Naughton (Kaw); 2. John Moran (Yam); 3. Craig Nielsen (Kaw).
80 EX MOD: 1. Robert Naughton (Kaw); 2. John Moran (Yam); 3. Curtis Culbert (Kaw).
125 BEG: 1. Greg Crouse (Suz); 2. Dean Kreuzer

(Suz); 3. John Stark (Suz).
125 NOV STK: 1. Tony Osuch (Suz); 2. Dave Gulicle (Hon); 3. Darren Colby (Kaw).
125 NOV MOD: 1. Adam Vesely (Kaw); 2. Sean Colby (Yam); 3. Tony Osuch (Suz).
125 AM STK: 1. Shawn Hilton (Yam); 2. Bryan Bruner (Kaw); 3. Dave Townsend (Yam).
125 AM MOD: 1. Shawn Hilton (Kaw); 2. Dennis Parker (Yam); 3. Keith Watkins (Kaw).
125 EX: 1. Robert Mason (Yam); 2. Chappy Blose (Kaw); 3. Bobby White (Hon).
250 BEG: 1. Tod Cupp (Kaw); 2. Mike Van Leewven (Yam); 3. Luke Green (Mai).
250 NOV STK: 1. Ken Wood (Yam); 2. Jim Varner (Mai); 3. John Almeida (Hon).
250 AM STK: 1. Jeff Bertram (Hon); 2. Dennis McElwain (Hon); 3. Steve Akers (Suz).
250 AM MOD: 1. Steve Akers (Suz); 2. T.J. Morrow (Hon); 3. Jerry Tistle (Kaw).
250 EX: 1. Rick Nagle (Hon); 2. Steve Patterson (Hon); 3. Eric Kirk (Hon).
OPEN NOV: 1. Alex Rossborough (Suz); 2. Kevin Shirabarger (Hon); 3. Rod Eaton (Hon).
OPEN AM: 1. Stuart Peters (Suz); 2. Rick Myers (Hon); 3. Chris Leyva (Hon).
OPEN EX: 1. Jonnie Deremo (Hon); 2. Bryan Hayes (Yam); 3. Scott Stallard (Hon).
OT NOV: 1. George Tunnell (Hon); 2. Dave Brosius (Hon); 3. Richard Tipton (Hon).
OT AM: 1. Rick Myers (Hon); 2. Tim Kennedy (Yam); 3. Monte Whitaker (Hon).

Cunningham captures Dunes Beginners

By Tom Corley

VALENCIA, CA, SEPT. 9

Ron Turner was one of the first in Southern California to style Italian on the new Cagiva Motocross bikes. Now the bike is starting to gain popularity and in California Racing Club's Friday night program there were two red-hot Cagiva's leading the 125cc Beginner division two class. Barry Willingham and Rob Sassen piloted those two machines and between themselves they had a knock-down, drag-out battle. Willingham took the top honors while Sassen ended up frustrated after colliding into Willingham during second moto racing and consequently ended-up fourth overall.

The turnout was narrowed down as many went to the Mammoth Mountain Motocross while others attended the David Bowie concert. Yet the 125cc Beginner contest was of good size with two divisions forming. In the first moto of the 125cc Beginner division two race it was Rob Sassen with the holeshot. Ron McKiernan, on a Honda, was in second place while Willingham was in third. There is a new series of stutterbumps towards the back of the track and it was over that section that Willingham took away second place from McKiernan. It was now Sassen and Willingham in control. McKiernan was in third but being pursued by Suzuki-mounted Jeff Hall. Besides the new stutters there was a new jump added that most were able to get airborn. Hall caught McKiernan while flying off that jump and took over third place when they landed. McKiernan started the race in second place but ended up in fourth. Fifth place was Sean Anderson.

Willingham took the best start in the final moto. Sassen was in second place and working like crazy to pass Willingham. He made an unsuccessful stab at doing this just before the stutters. Sassen hit Willingham's rear wheel and dropped to the ground! Willingham then had the lead locked up while Sassen dropped back to sixth place. McKiernan was the runnerup with Anderson, Hall and Alex Teno fitting in the rest of the positions just before Sassen.

Results

PEE WEE: 1. Bradley Schultz (Yam); 2. Pablo Lara (Suz); 3. Jeff Willoh (Yam).
60 NOV: 1. Damon Huffman (Kaw); 2. Derek Nagamire (Yam); 3. Dan Chambers (Yam).
60 INT: 1. John Shaver (Kaw).
80 STK BEG DIV 1: 1. Doug Huston (Yam); 2. Randy Moody (Kaw); 3. Mike Gilmore (Suz).
80 STK BEG DIV 2: 1. Jason Bash; 2. Kenny Powell (Kaw); 3. Tony Kim (Yam).
80 STK NOV: 1. Sean Blanchard (Kaw); 2. Erick Hilton (Yam); 3. Mike Bitner (Yam).
80 STK INT: 1. Scott Murphy (Kaw); 2. Doug Fisher (Kaw).
80 MOD BEG: 1. David Larson (Yam); 2. Doug Huston (Yam); 3. Moose Wine (Suz).
80 MOD NOV: 1. Paul Matthews (Kaw); 2. Alvin Matthews (Kaw); 3. Sean Blanchard (Kaw).
80 MOD INT: 1. Scott Murphy (Kaw); 2. Doug Fisher (Kaw).
125 BEG DIV 1: 1. Brian Larson (Suz); 2. David Potter (Kaw); 3. Newton Gray (Suz).
125 BEG DIV 2: 1. Barry Willingham (Cag); 2. Ron McKiernan (Hon); 3. Jeff Hall (Hon).
125 NOV: 1. Glenn Gordy (Kaw); 2. Rob Mansfield (Yam); 3. Dave Jennings (Yam).
125 INT: 1. Rich Truchinski (Hon); 2. Chris Balades (Yam); 3. Curt Farrar (Yam).
125 PRO: 1. Dan DeYoung (Hon).
250 BEG: 1. Marv Adams (Hon); 2. Vance Lorenzana (Hon); 3. Steve Boling (Yam).
250 NOV: 1. Randy Cheatwood (Suz); 2. Calvin Utlerback (Yam); 3. Randy Geniec (Hon).
250 INT: 1. Ron Economu (Yam).
250 PRO: 1. Kevin Allman (Suz).
500 BEG: 1. Ken Safford (Hon); 2. Mike Austin (Yam); 3. Eric Cormier (Hus).
500 NOV: 1. David Dick (Mai); 2. Kent Shepard (Yam); 3. Kenny Garnica (Hon).
VET JR: 1. Wiley Seitzler (Suz); 2. Kent Johnson (Mai).
VET INT: 1. Ron Cole (Mai).
VET SR: 1. Charlie Spellman (Yam); 2. Bob Dunham (Yam).

Kramer downs Ascot Juniors

By Tom Corley

GARDENA, CA, SEPT. 7

The Mammoth Mountain Motocross lured many racers away from the local tracks with Ascot being just one of the events that had a smaller turnout. Dirt Rider Magazine editor Karel Kramer has been striving for a 500cc Junior victory for some time and tonight he succeeded against an average-sized, nine-man class. Kramer has waged war with most every make of bike underneath him and this time he used a Yamaha as his weapon.

Richard Busconi took his Yamaha to the lead with the start of the first moto. Ron Bunn roared aboard his Roost Factory Honda four-stroker and followed Busconi. Behind Bunn charged Sean Mitchell on his Kawasaki. It was a busy night for Mitchell who was also entered in the 250cc Junior race. Running in fourth came Kramer who was soon given a good break. Bunn got out of control coming out of the crash wall jumps and slid out on the following corner. Mitchell did a balancing act as he overshot a berm and had one leg off his bike. With Bunn and Mitchell making mistakes it was Kramer who then controlled second place behind Busconi. Bart Harris placed in third with Mitchell still tagging fourth.

Mitchell came back strong and took the lead in the final moto. Threatening his position was Kramer. Mitchell was then being attacked by Bunn, who chose the crash wall corner; where he fell in the first round, to slide past Mitchell and take over second. One by one they were sliding past Mitchell, and then it was David Edwards who took a stab at Mitchell but couldn't swing it. Kramer held the lead over Bunn till the two came to the old concession-stand corner and Bunn cranked his thumper and took over the lead. Kramer settled for second place over Mitchell and Edwards. Busconi, who won the first round, took a DNF the second moto.

Even though Kramer failed to win either moto, the overall win fell into his hands due to his consistent 2-2 tally. Mitchell had a fine 4-3 tally which earned him second overall. He was also successful in the second division of the 250cc Junior class where he took a third place. Bart Haris finished third, Edwards fourth and Bunn fifth.

Results

MINI JR: 1. Shiloh Tate (Yam); 2. Robert Nickolson (Yam); 3. Jeff Fleming (Yam).
MINI INT: 1. Shane Trittler (Hon); 2. Scott McDonough (Kaw); 3. David Wodaszewski (Kaw).
125 JR: 1. Bob Haney (Yam); 2. Marcus Cahill (Suz); 3. David Bedford (Yam).
125 INT: 1. Mike Magallanes (Yam); 2. Arthur Huffer (Suz); 3. Danny Tinsman (Yam).
125 PRO: 1. Dan DeYoung (Hon); 2. Chris Heinrich (Hon); 3. Kenny Donelson (Kaw).
250 JR DIV 1: 1. Steve Margeson (Yam); 2. Shawn Craig (Suz); 3. Rick Lopez (Hon).
250 JR DIV 2: 1. Tom Harper (Yam); 2. Robert Rose (Suz); 3. Sean Mitchell (Kaw).
250 INT: 1. Shawn Tracy (Hon); 2. John Sullivan (Yam); 3. Steve Rawlinson (Hon).
250 PRO: 1. Danny Westergaard (Suz); 2. Rick Johnson (Hon); 3. Skip Cristy (KTM).
500 JR: 1. Karel Kramer (Yam); 2. Sean Mitchell (Kaw); 3. Bart Harris (Suz).
500 INT: 1. Mark Kariya (Suz); 2. Corey Bogane (Mai); 3. Yandell Bishop (Hon).
500 PRO: 1. Mike McMillen (Hon); 2. Dave Foltz (Hon); 3. Randy Skinner (Hon).
VET SPORTSMAN: 1. Chris Stapleton (Yam); 2. Darrell Smith (Hon); 3. Sam Bell (Mai).
VET MASTER: 1. Chris Jackson (Mai); 2. John Bush (Hon); 3. John McManaway (Yam).
OT SPORTSMAN: 1. Jim Periman (KTM).
WOMEN: 1. Dana Bell (Yam); 2. Waltraud Jost (Kaw).

McMillen takes Ascot Juniors

By Tom Corley

GARDENA, CA, SEPT. 4

Mid-Cities Honda set up Keith McMillen to ride the fast Honda that is usually piloted by Pro Rob Trone. This combination did the winning trick as McMillen became the night's winner of the 125cc Junior class in Continental Motosports Club motocross at Ascot. Fighting McMillen in both motos was Suzuki mounted Duff Whitman who, won the first moto but lost the final bout which gave the overall to McMillen.

Whitman got the jump on the pack in the first moto with McMillen right after him. McMillen was putting the pressure on Whitman but stumbled through the finish section and dropped back several bikelengths. Soon McMillen caught up to Whitman and worked past him on the corner before the TT jump. It was a two-man race as McMillen held the lead over Whitman. Mark Cahill was in third but was a couple hundred yards behind the top two. With just a few feet to go before the finish flag it was Whitman who slid past McMillen to swipe the lead away. Cahill was third over Marty Schneider and Dave Alexander.

Alexander surprised both McMillen and Whitman by taking the holeshot in the final moto. This moment of glory was very temporary for Alexander who lost the lead by the time he reached the last crash wall jump. Whitman and McMillen flew by him quickly. Losing about one bikelength was McMillen who stumbled before the TT jump but still remained in second. With one lap to go, Whiteman got out of control on the finish-line section and allowed McMillen to snatch the lead.

Results

80 JR DIV 1: 1. Robert Nickolson (Yam); 2. Canon Squires (Yam); 3. billy McLaughlin (Suz).
80 JR DIV 2: 1. Jody Tapia (Kaw); 2. Winkle Wood (Yam); 3. Shawn Campbell (Suz).
125 JR DIV 1: 1. Keith McMillen (Hon); 2. Duff Whitman (Suz); 3. Dave Alexander (Suz).
125 JR DIV 2: 1. Steve Furman (Hon); 2. David Graff (Suz); 3. Mike Golden (Suz).
125 INT: 1. Mike Fedorow (Yam); 2. Darin Motoda (Hon); 3. Danny Tinsman (Yam).
125 PRO: 1. Todd Peterson (Yam); 2. Doug Bowers (Yam); 3. Chris Heinrich (Hon).
250 JR: 1. Steve Margeson (Yam); 2. Randy Sciarra (Suz); 3. Ron Baker (Yam).
250 INT: 1. Shawn Tracy (Hon); 2. Steve Rawlinson (Hon); 3. Steve Vest (Suz).
250 PRO: 1. Todd Peterson (Yam); 2. Rob Trone (Hon); 3. Skip Cristy (KTM).
500 JR: 1. Ron Bunn (Hon); 2. Karel Kramer (Yam); 3. Brian Fremling (Yam).
500 INT: 1. Mark Kariya (Suz); 2. Yandell Bishop (Hon); 3. Pancho Spain (Yam).

Mike McMillen (49) placed second in the 500cc Pro class at Ascot.

500 PRO: 1. Dave Hamada (Hon); 2. Dave Foltz (Hon); 3. Bob Carpenter (Hon).
VET SPORTSMAN: 1. Mike McMillen (Mai); 2. Darrell Smith (Hon); 3. Sam Bell (Mai).
VET MASTER: 1. Chris Jackson (Mai); 2. John McManaway (Yam).
WOMEN: 1. Dana Bell (Yam); 2. Anne Crawford (KTM).

Davis tops Ascot 125 Intermediates

By Tom Corley

GARDENA, CA, AUGUST 31

John Davis took his Kawasaki to the overall position in tonight's competitive 125cc Intermediate race. David had to put up with stiff challenges by Mike Magallanes, who normally chalks up the wins at Ascot.

Magallanes took the holeshot but was demoted back to second place when he reached the old-concession stand corner with David being the striking opponent. The two collided with Davis taking the better half. Davis then held the lead with Magallanes in second, who was losing his momentum. Richard Fleming, on a T&O Yamaha, swept past Magallanes to take over second place. Magallanes went from first to third and held off Dan Tinsman and Trey McFarland from Pro-Tec.

Magallanes took the sought after holeshot in the final round and led the race until he came to the new whoops. A rider in an earlier wave crashed in the whoops and apparently the starter couldn't see the incident and fired off the 125cc Intermediates. so there was a restart. Davis took the holeshot over Magallanes. Davis came to a turn and let off the throttle which gave Magallanes a chance to dive under Davis and take over the lead. Magallanes went on and took the win ahead of Davis, Arthur Huffer, Mike Hughes and John Posca. •

Results

80 JR DIV 1: 1. Robert Nickolson (Yam); 2. Henry Barbee (Suz); 3. Jody Tapia (Kaw).
80 JR DIV 2: 1. Winkle Wood (Yam); 2. Sheryl Fedorow (DMC); 3. Robert Shipman (Yam).
125 JR DIV 1: 1. Tony Magallanes (Yam); 2. Rick Kirkpatrick (Yam); 3. Marty Schneider (Suz).
125 JR DIV 2: 1. Steve Furman (Hon); 2. Marcus Cahill (Suz); 3. Richard Fernandez (Hon).
125 INT: 1. John Davis (Kaw); 2. Mike Magallanes (Yam); 3. Arthur Huffer (Suz).
125 PRO: 1. Todd Peterson (Yam); 2. Ron Turner (Cag); 3. Mike Boston (Kaw).
250 JR DIV 1: 1. Bret Johnson (Yam); 2. Rick Lopez (Hon); 3. Gary Zweifel (KTM).
250 JR DIV 2: 1. Tom Harper (Yam); 2. Tom Kirkley (Hon); 3. Craig Nitta (Yam).
250 INT: 1. Jeff Blix (Yam); 2. Shawn Tracy (Hon); 3. Steve Rawlinson (Hon).
250 PRO: 1. Todd Peterson (Yam); 2. Ron Turner (Cag); 3. Shawn Player (Hon).
500 JR: 1. Kenny Garnica (Hon); 2. Ron Bunn (Hon); 3. Richard Busconi (Yam).
500 INT: 1. Corey Bogane (Mai); 2. Bob Carpenter (Hon); 3. Mark Kariya (Suz).
500 PRO: 1. Dave Hamada (Hon); 2. Mike McMillen (Hon); 3. Dan Paulson (Hon).
VET SPORTSMAN: 1. Mike McMillen (Mai); 2. Gabor Kopeczi-bocz (Hon); 3. Darrell Smith (Hon).
VET MASTER: 1. Dickie McMillen (Hon); 2. John McManaway (Yam).
OT SPORTSMAN: 1. Paul Burton (Suz); 2. Ted Jones (Hon); 3. Bernie Evans (Mai).
WOMEN: 1. Lorie Watson (Hon); 2. Dana Bell (Yam); 3. Linda Smart (Yam).

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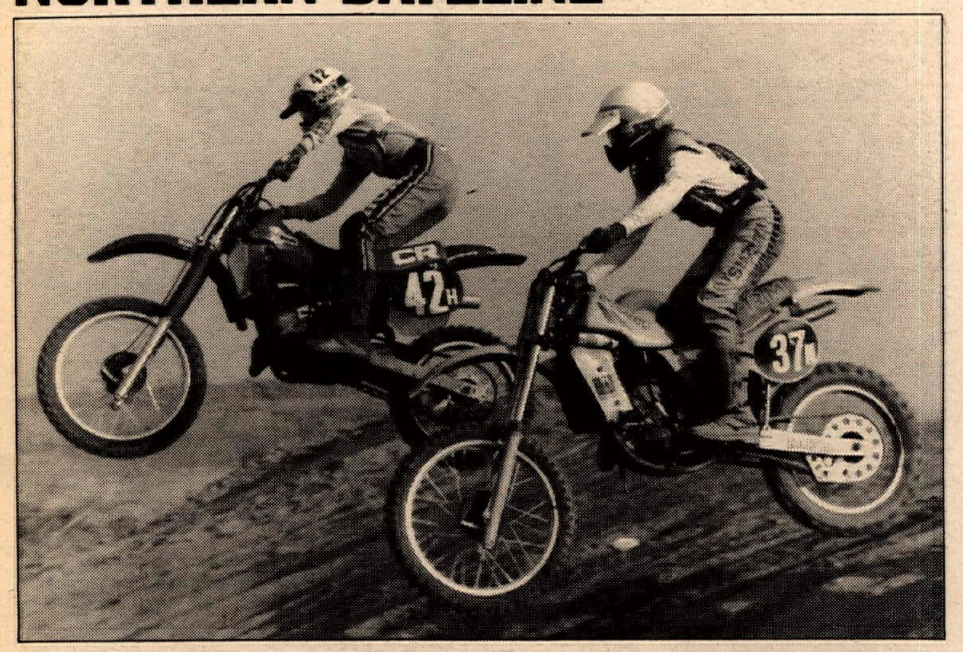

Larry Henry (42H) and Jeff Matiasevich battle for position as they fly off a jump at Spillway Park during the opening round of the Trans-Cal Series.

McCoy upsets factories for Trans-Cal win

By Tom Corley

SANTA MARIA, CA, SEPT. 24-25

Mouse McCoy aboard a DMC modified Kawasaki played the villain's role as he edged out a competitive field of factory Mini Experts in the Diet Coke Trans-Cal opener.

The deep sandy Spillway track was the site for the first series event and many of the Southern riders were literally thrown off by the terrain. Mike Healey, from Honda, soared to the first moto win, but his day ended disastrously when his Honda went for a sommersault in the final moto. Yamaha's Eddie Hicks bit the dust on a sandy turn during he first round but took revenge in the final moto with the top position. Overall winner Mouse McCoy fell prey to the unfamiliar track when he also slid out on a sandy turn after taking a first moto lead. McCoy failed to take a moto victory, yet his 3-2 was superior to his competitions.

The Amateur riders faced each other on Saturday with Sunday's race being the day for the Pro riders and the Mini Experts. On the starting line in the Mini Expert class were many who had factory backing. But then there was a stand-apart machine that McCoy mounted. Listed as a Rat, after a business that is owned by his father, the bike was actually a white painted Kawasaki that was DMC tuned. With the start of the first round it was McCoy and his Rat with the holeshot. The rough sandy terrain bucked Eddie Hicks to the ground and ruined his moto. McCoy headed off the pack until he came to a small jump and went out of control. He bailed on the next turn and lost the leaders position. The top spot was then handed to Mike Healey who rode smoothly to the win. Robert Naughton from Glendale, Arizona, followed in second. McCoy didn't give up, he set after the leaders while still in a fine third place. Rounding off the top five were Scott "Lizard" Brown on Suzuki and new Honda recruit Craig Canoy.

Determined to make up for the bad break in the first moto, McCoy took the holeshot and lead in the final round. Kyle Lewis, on a Kawasaki, was running in second who had "phone home" on his leathers. First moto winner Healey strutted in third. Then the excitement began as Lewis hauled past McCoy over a jump that was right before the announcer's tower. Lewis was the new leader over McCoy. On the next lap, McCoy regained the lead with Healey in second and Lewis in third. Lewis came around with smoke coming from his bike which meant troubles. One by one the course was taking down the leaders. Disastrously, Healey, while in second place, flipped his Honda over a jump. The "Stray Cat" was alright, but his chance for a decent finish was doomed. McCoy was then being pursued by Eddie Hicks, who was a threat in this moto but unable to score well overall because of his first moto bail. Hicks manuevered past McCoy, who didn't seem concerned about being in the runner-up position for he realized he had the overall clinched. Through the finish it was Hicks, McCoy, Shaun Kalos from Litchfield, Arizona, who had a bad first moto, Canoy and Naughton. The top five overall were McCoy, Naughton, Canoy, Brown and Healey.

Two divisions of the 125cc Intermediate class were formed. Curt Kadau just moved from Florida to El Toro, California, and is without a doubt one of the faster Intermediates. Kadau, like McCoy, rode his Dave Miller Concepts machine to the overall win in the first division. Kadau on his Yamaha was leading the first moto ahead of Phil Butler and Gary Riekki, who were both on Kawasakis. Kenny Clifton was in fourth on his Suzuki. Riekki gave away second place when he came into the turn before the announcer's tower and slid out. Gary is still recovering from a broken wrist and it was giving him some trouble. Riekki pulled off the rack and allowed Butler to take over second place while Clifton was on his tail. A back and forth battle existed between Butler and Clifton with Butler being knocked off the course at one point. Eventually, Clifton cleared away from Butler and was able to concentrate on going after Kadau. Through the finish it was Kadau, Clifton, Butler, Richard Fleming and Jim Spotts.

Kadau jumped ahead of the competition in the final moto with Clifton being his closest threat. Riekki didn't race this moto. Clifton flew past Kadau on a back straight to take over the lead. It didn't last long as Kadau regained the lead on a straight that was before the tower. Then Clifton noticed that his swingarm bolt was coming out and this spelled trouble. As he rounded a corner, he stopped briefly to see if his dad could push the bolt back into position. They hammered it back into position, but his machine still swapped about and Clifton moved way back to eighth place. Butler became the second place finisher ahead of Fleming, John Ray and Spotts. Two first place positions earned Kadau the top trophy over Butler, Fleming, Ray and Spotts.

The 250cc Intermediate class just couldn't get off to a decent start in the first moto. A crash and a faulty starting gate caused the officials to restart the race, and with the restart, there was yet another crash. Kit Palmer had the holeshot, but Ron Economu quickly took over the lead. Doug Russell followed Economu around Palmer, but Economu fell on the corner before the tower where Riekki fell in the 125cc class. Russell lost out on second place but, still managed fourth. Mat Branch took over second after Palmer dropped out with suspension problems while Mike Pryor took third.

Economu failed to take the holeshot in the final round. Branch was the leader on his Honda with Don Goettling, known as "Looper" in third. Over a back jump Goettling passed Branch to take over first place. Then it was Economu who worked past Branch to take over second place. Soon Jim Cobham moved up to take over second place. Branch dropped out and so did economu, who had a sputtering Yamaha that died through the finish area. When the checkered flag came out it was Goettling, Cobham , Kevin Fringer, Mike Pryor and Russell. Winning this contest and a new pair of Leader Goggles was Mike Pryor on a Cagiva. Pryor's 3-4 placed him ahead of Goettling, Russell, Branch and Cobham in the overall.

Results

60-8: 1. John Shaver (Kaw); 2. Damon Huffman (Kaw).
60 9-11: 1. Don Piantanida (Kaw); 2. Philippe Agostini (Kaw); 3. Dustin Evans (Yam).
80 JR 12-16: 1. Paul Blomquest (Kaw); 2. Sean Blanchard (Kaw); 3. Brock Suter (Yam).
80 INT 9-11: 1. Mike Pascarella (Suz); 2. Steven Kotajarvi (Kaw); 3. Jimmy Clay (Yam).
80 INT 12-16: 1. Mike Kiedrowski (Kaw); 2. Alan Pierce (Kaw); 3. Dallen McKenny (Kaw).
MINI EX: 1. Mouse McCoy (RAT); 2. Robert Naughton (Kaw); 3. Craig Canoy (Hon).
125 JR DIV 1: 1. Danny Barnett (Suz); 2. Ron Brown (Yam); 3. Jim Ryder (Suz).
125 JR DIV 2: 1. Dave Schwarzott (Hon); 2. Troy Pryor (Suz); 3. Kevin Hall (Yam).
125 INT DIV 1: 1. Curt Kadau (Yam); 2. Phil Butler (Kaw); 3. Richard Fleming (Yam).
125 INT DIV 2: 1. Tony Toste (Suz); 2. Jeff Spencer (Kaw); 3. Richie James (Suz).
250 JR DIV 1: 1. Paul Burval (Suz); 2. B.J. Lehn (Suz); 3. Dan Slocum (Hon).
250 JR DIV 2: 1. Rod Hamby (Yam); 2. Mike Hawks (Yam); 3. Curt James (Kaw).
250 INT: 1. Mike Pryor (Cag); 2. Don Goettling (Suz); 3. Doug Russell (Yam).
500 JR: 1. Mike Wilson (Yam); 2. Louis Ledlow (Yam); 3. Jim Carter (Mai).
500 INT: 1. Ron Lewis (Yam); 2. Eddie Hatch (Hon); 3. Gary Wilson (Hon).
VET SPORTSMAN: 1. Tom Prichard (Hon); 2. Ron Sutton (Hon); 3. Ed Smith (Kaw).
OT SPORTSMAN: 1. Gary Trower (Mai).

Wood, Bouscal book at Sacto Raceway

By Nuclear Neukam

SACRAMENTO, CA, SEPT. 23

The first day of autumn was ushered in with a spectacular lightning display in the wee hours of the morning, and Hi-Point/Bosch/PCP Yamaha-mounted Dave Wood complimented the early-morning light show with some fireworks of his own as he blasted the combined Pro class at the Sacramento Raceway Friday-night stadium motocross races.

After losing the first-turn holeshot battle to Maico-mounted Mark Hannum, Wood never said die as he waited for the opportunity to swoop, which came midway through the moto. Wood took advantage of a sideways situation and passed Hannum. Wood then roosted on to the win. The second moto was all Wood's as he "Zahrted" into the lead from the drop of the gate to the wave of the flag for the overall. Hannum combined two seconds for second overall. Honda-mounted Rick Cervantes flew to two third for third overall as Suzuki pilot Kevin McMahan and Sean Conley, aboard a Kawasaki, rounded out the top five overall placings.

It was Duffy "The Dangerous DNFer" Mitchell topping John Carta in the Vet Intermediate class, while Mark Hector swiped the Open Novice overall from Paul Vogel, as Vogel looped his Honda off the stair-step jump five feet shy of the checkered flag, and Hector slipped his Maico by for the win.

Results

OPEN NOV: 1. Mark Hector (Mai); 2. Paul Vogel (Hon).
OT NOV: 1. Ron Pescio (Yam); 2. Jon Houtermans (Mai).
VET INT: 1. Duffy Mitchell (Suz); 2. John Carta (Yam).
VET EX: 1. Bill Grieg (Mai).
250 NOV: 1. Rob Johnson (Hon); 2. Guy Musladin (Hon).
80 NOV: 1. Wynn Gonsalves (Suz); 2. Mike D'Agostini (Yam).
60: 1. Spud Walters (Hon).
80 INT: 1. Frank Bogan (Kaw); 2. Daryl Yount (Kaw).
80 EX: 1. J. J. Taylor (Kaw).
125 INT: 1. Kevin McMahon (Suz); 2. Jim Berniesen (Suz).
OPEN NOV 2: 1. Mark Hector (Mai); 2. Dave Gentry (Hon).
VET NOV: 1. Keith Vaughn (Hon); 2. Dave Taylor (Suz).
125 PRO: 1. Rick Cervantes (Hon); 2. Kevin McMahon (Suz).
OPEN PRO: 1. Dave Wood (Yam); 2. Mark Hannum (Mai).
125 NOV: 1. Mark Silveira (Kaw); 2. Tim Valdez (Suz).
PP NOV: 1. Ester Candelo (Suz); 2. Frankie Hartnett (Hon).
PP INT: 1. Donna Mitchell (Suz).
60 2: 1. Spud Walters (Hon); 2. Steve Housh (Yam).
OPEN INT: 1. Rick Jenkins (Mai); 2. Bill Perkins (Suz).
4-STROKE: 1. Dave Taylor (Hon); 2. Dick West (Hus).
80 INT 2: 1. Bogan (Kaw); 2. Dale Nichols (Yam).
80 EX 2: 1. J.J. Taylor (Kaw).
80 NOV 2: 1. Gonsalves (Suz); 2. Brian Roth (Suz).
250 NOV 2: 1. Dave Chaidez (Suz); 2. Al Rogers (Hon).
125 NOV 2: 1. Dave Warner (Yam); 2. Tim Valdez (Suz).

Lokke does it twice at Baylands

By Mike Vancil

FREMONT, CA, SEPT. 22

Double-moto winners predominated at the CMC Baylands

Raceway motocross tonight, but there were no easy victories. Take for example the twin victories of Old Timer Rich Lokke. There were not many competitors, but his not-quite-healed broken ribs offered a tough barrier and Lokke was visibly worn out after taking the checkers twice.

Notable performances were also turned in by the Caton Clan on their stable of Suzuki machines. Ronald, Timothy and Jerry won five out of their six motos and all three ended up with first-place trophies to match their smiles.

The Professional action seemed to concentrate among the quarter-liter set on this particular night. No 500s showed up, and the 125cc shoot-out was only a three-rider duel over which Allen Silhanek and his freshly ringed Yamaha presided.

The 250s were the icing on the cake, and the two motos were quite dissimilar. In the first, Mike Holmes capitalized on the misfortunes of Jeff Holder and Tony Richards, and on his own smooth riding to hold off Rich Mythen and Jerome Heiberger. The final 250cc moto found Holmes on the receiving end of trouble and finished well back. Mythen powered into the lead and kept all at bay. His 2-1 finishing order for the evening insured overall victory over Heiberger, who had to climb from mid-field starts, and Dan Baker, who rode in his wake each moto.

Results

60: 1. Jeannie Pruitt (Kaw).
80 JR (9-11): 1. Tyler Hummel (Kaw).
80 JR (12-16): 1. Darrell Gallaghez (Yam); 2. Andy Urrutia (Yam); 3. Jeff Chambers (Hon).
MINI 80 INT: 1. Ronald Caton (Suz).
MINI 80 EX: 1. Dean Matson (Kaw).
125 JR DIV I: 1. Hugh Parler (Hon); 2. Mark Spencer (Kaw); 3. Ken Johnson (Kaw).
125 JR DIV II: 1. Timothy Caton (Suz); 2. Alan Carlson (Yam); 3. Mark Rapozo (Kaw).
125 INT: 1. Ron Wissman (Yam); 2. Manny Ornellas (Hon).
125 PRO: 1. Allen Silhanek (Yam).
250 JR: 1. Dan Slocum (Hon); 2. Jack Hulse (Hon); 3. Bill Arnold (Yam).
250 INT: 1. Bob Fields (Hon).
250 PRO: 1. Rich Mythen (Yam); 2. Jerome Heiberger (Hon); 3. Dan Baker (Hon).
500 JR: 1. Danny Robinson (Hon); 2. Tom Creelman (Hon); 3. Jack Robers (Yam).
500 INT: 1. Mike Lane (Hon); 2. Alan Brunk (Yam).
VET JR: 1. Dave Burgess (Yam); 2. Jerry Silsdorf (Yam).
VET MASTER: 1. Jerry Caton (Suz).
OT MASTER: 1. Rich Lokke (Hon).

Matson, Duensing in a class of their own at Baylands

By W.H. Spencer

FREMONT, CA, SEPT. 15

Even though the night season is waning, the racing at Baylands Raceway's CMC Thursday night motocross is still action packed, with flat track racing and a big protest in the 250cc Pro motocross because of start problems.

The Mini class continues to do well despite school being in with the kids racing early and off to bed by 9 p.m. Winner Dean Matson and Jay Duensing are in their own class, while Andy Urrutia topped both 80cc Juniors in the older set with Tyler Hummel winning both ends of the up to age 11 category. Jeannie Pruitt showed her flowing pig tails to the other riders in the Pee-Wee division.

Mike Lane was the happiest guy in the Open International run with a pair of aces over Al Brunk while Mike LaPaglia started this class for the first night after winning so many in Open Junior. He didn't fair so well, but Tom Conklin started a winning anew in both motos over Danny Robinson and Pat Plicka.

Craig Christian took top honors in the first 125cc Pro moto looking like the ever-present Pro, but couldn't repeat, as Rod Smith got the good start and winning overall, with Christian a reverse-order second over Mike Whalen's 4-3.

Results

80 INT EX: 1. Dean Matson (Kaw); 2. Jay Duensing (Hon).
80 JR: 1. Andy Urrutia (Yam); 2. Jeff Chalmers (Hon); 3. Guy Moffatt (Yam).
80 JR 9-11: 1. Tyler Hummell (Kaw); 2. Brian Gouveia (Yam).
60: 1. Jeannie Pruitt (Kaw); 2. Chris McCallie (Yam).
OPEN INT: 1. Mike Lane (Hon); 2. Alan Brunk (Yam).
OPEN JR: 1. Tom Conklin (Mai); 2. Danny Robinson (Hon); 3. Pat Plicka (Hon).
VET OT MASTER: 1. Glenn Pruitt (Suz); 2. Larry Baker (Hon).
OT VET SPORTSMAN: 1. Frank Seronello (Mai); 2. Dave Burgess (Yam); 3. Rickey Souza (Hon).
125/250 INT: 1. John Ensign (Hon); 2. Bob Fields (Hon).
125 PRO: 1. Rod Smith (Yam); 2. Craig Christian (Yam); 3. Mike Whalen (Hon).
125 JR: 1. Alan Carlson (Yam); 2. Mark Rapozo (Kaw); 3. Steve Daheld (Yam).
250 JR: 1. Randy Pond (Hon); 2. Jack Hulse (Hon); 3. Mike Norton (Hon).
250 PRO (under protest): 1. Shawn McConn (Yam); 2. Rod Smith (Yam); 3. Scott Lohr (Suz).

Belcher takes over 80cc class in O'Neal Series

By Beverly McCrory

MADERA, CA, AUGUST 27

The O'Neal sponsored CMC series is coming to an end, and Doug Belcher, riding a Suzuki in the 12-16 80cc Junior class, has taken over the points lead in that class. Ryan McKinney and Bones McCrory both on Kawasaki's had been leading the series until Belcher, who entered after the series was underway, took over.

In first moto, McCrory had the holeshot, McKinney was second, Belcher third. McKinney lost control over a jump, which left him unable to finish the race and unable to compete for points in the second moto. Belcher moved in on McCrory but was unable to get past him before McCrory took the checkered flag. Belcher was second and John Culwell came in third.

In second moto, Belcher successfully grabbed the holeshot only to be haunted by McCrory. Kelly Kimura and Mike Quaschnick were battling for third. McCrory and Belcher passed and repassed in a heated attempt at first. Then McCrory came to a sudden halt as his bike quit on him. A futile attempt by father and son at getting the bike going was unsuccessful; Belcher had already passed the finish line to take the win. Quaschnick passed Kimura to get third for a second overall. Kimura was third to net third overall. •

Results

50 PEE WEE: 1. Dezeraye Blackburn (Yam).
60 PEE WEE: 1. Todd O'Rear (Kaw); 2. Brian Gouveia (Kaw).
80 STK JR 9-11: 1. Mike Brewer (Kaw); 2. Nathan Laswell (Yam); 3. Todd O'Rear (Suz).
80 JR 9-11: 1. Todd O'Rear (Suz).
80 STK JR 12-16: 1. Doug Belcher (Suz); 2. Mike Quaschnick (Yam); 3. Kelly Kumura (Yam).
80 MOD JR 12-16: 1. Doug Belcher (Suz); 2. Scott Stewart (Yam); 3. John Culwell (Yam).
125 JR DIV 1: 1. Jeff Davis (Suz); 2. John Lassley (Suz); 3. Mike Ewers (Suz).
125 JR DIV 2: 1. Mitch Farmer (Yam); 2. Doug Hulsey (Hon); 3. Dave Hulsaka (Hon).
125 INT: 1. Mike Royer (Yam); 2. Mike Rivas (Suz); 3. Aaron Pipes (Hon).
125 PRO: 1. Lionel Delaware (Yam).
250 JR: 1. Greg Laswell (Hon); 2. Fernando Valencia (Hon); 3. Curt Kiser (Hon).
250 INT: 1. Henry Armendariz (Suz).
OPEN JR: 1. Mike Lopez (Yam); 2. Terry Deegan (Yam); 3. Randy Piepkorn (Hon).
OPEN INT: 1. Darin Lundquist (Hon); 2. Gary Wilson (Hon).
VET JR: 1. Gary Trower (Mai); 2. John Showalter (Yam).
OT JR: Dennis Watson (Yam); 2. Roger Menke (Kaw).
OT INT: 1. Jim Benard (Hon).

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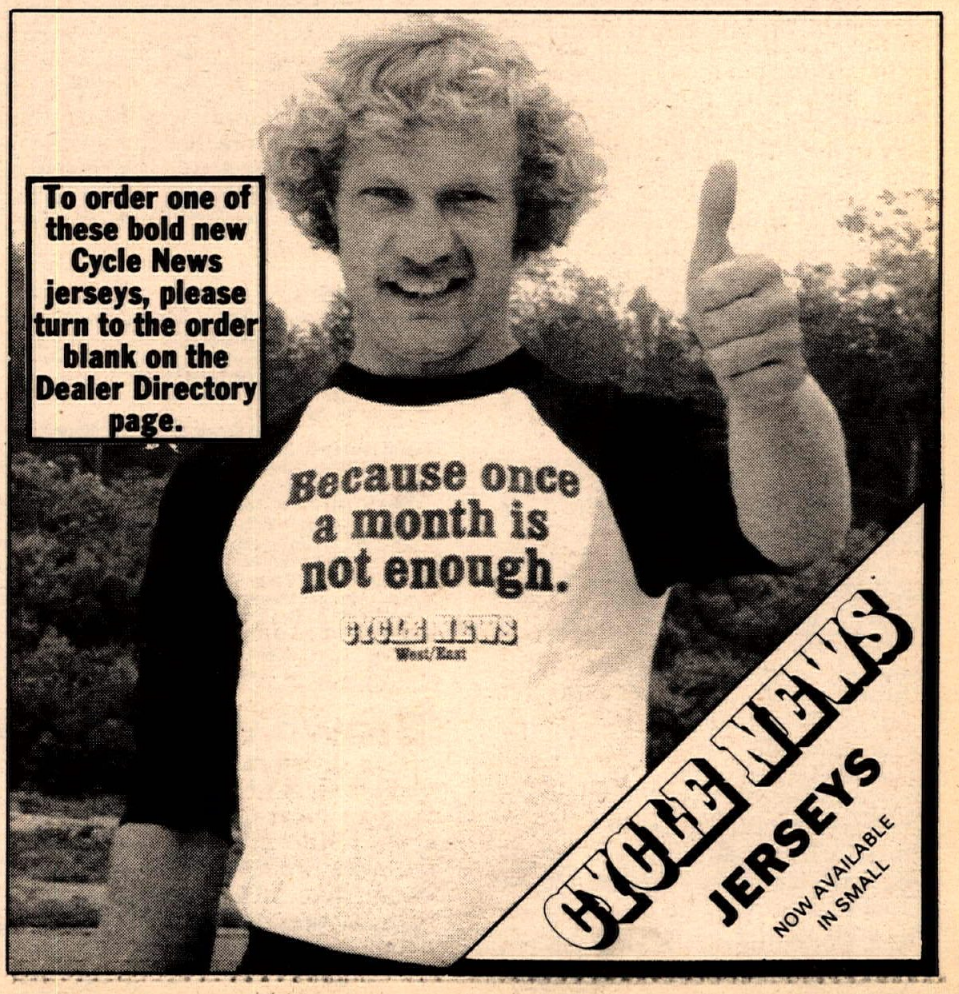

Central Pipeline

LeeVern Berry gets some air time at the B.R.A. Championship final.

Tello terrific at Austin night MX

By Joe Milian

AUSTIN, TX, SEPT. 23

The regular gang of rowdies was on hand at Austin Moto Sport Park tonight, vying for supremacy and cash in the combined Expert division.

Waco's Brent Lewis was initiated into the order this evening and his baptism was a rude affair. Lewis described his initial excursion into the unknown. "I had heard about that first turn but I can't believe what happened. I got there first and then they just turned out the lights on me. One of those Farmer boys ran over me like I wasn't even there." Lewis was summarily shunted to the soil as the rest of the pack roared away. Mike Farmer took the lead in front of Frank Tello and Ron Dunfee. Dunfee, with hip action a hula dancer would be proud of, put Tello off the track and set to work on Farmer. On the second circuit, Dunfee went around Farmer down the front straight but could not make the pass stick. His subsequent attempt was more successful as well as a bit more forceful, as Farmer was sent to the turf.

Jack Beckham plowed over the floundering Farmer, as did Tello and neither riders were slowed in the process. Tello passed Beckham a few laps later and the order of finish was Dunfee, Tello, and Beckham. The start of the second moto was another wild scramble, with Lewis holding back lest he get the same treatment he received in the first round. Tello emerged as the leader, with Mike and Jerry Farmer in tandem right behind. As Tello waltzed away, Dunfee was faced with the onerous task of getting by both of the Farmers, a task he would soon discover to be difficult indeed. At times the two cousins forgot about the smooth lines when Dunfee attempted to pass, choosing to ride abreast instead. All in good fun of course, since neither could win overall. Tello meanwhile, was stretching his lead over Dunfee with every lap.

Dunfee finally managed to throw caution to the wind and blow by the surprised duo in a spot where they were not expecting such a move. By this time however, Tello was home free. Dunfee put on an all out charge over the final two circuits to try and reel in Tello, but the distance involved was too great to overcome in such a short period of time. That was enough to allow Tello to place first overall, since his 2-1 total was better than Dunfee's 1-2 score. Beckham was victimized by a recalcitrant YZ250 and, with only slightly more than a lap remaining, gave up third place money to Jerry Farmer.

Results

MINI JR: 1. Tim Hodes (Kaw); 2. Jason Krempin (Yam); 3. K.W. Sheppard (Yam).
MINI SR: 1. Joey Stone (Yam); 2. Bryan Cristner (Kaw); 3. Stephen Kruempke (Yam).
BEG: 1. David Bauser (Yam); 2. Everett Lee (Yam); 3. Roger Miller (Yam).
125 NOV: 1. Mike Merlo (Kaw); 2. Robert Tiemann (Yam); 3. Jason Walker (Suz).
250 NOV: 1. Hank Hodes (Kaw); 2. Deno Farmer (Yam); 3. Jim Jernigan (Yam).
OPEN NOV: 1. Rocky French (Hon); 2. David DePrato (Yam); 3. Billy R. Hubbard (Yam).
250 INT: 1. John Hendrix (Hon); 2. Chuck Loftin (Yam); 3. David Reneau (Yam).
OPEN INT: 1. Carter Bruce (Yam); 2. Dennis Burzynski (Mai); 3. Mikey Coleman (Yam).
OVER 30: 1. Tim McCaskill (Kaw); 2. Mike Robinson (Kaw); 3. Fred Deinzer (Mai).
COM EX: 1. Frank Tello (Hon); 2. Ron Dunfee (Hon); 3. Jerry Farmer (Yam).

Brown wins two at Lake Whitney MX

By Joe Milian
Photo By Kay Tiemann

WHITNEY, TX, SEPT. 25

Roger Brown made a surprise appearance at Lake Whitney today in the 125cc Expert class, winning both motos handily on a newly acquired YZ125 provided by his sponsor, Big Tex Yamaha of San Antonio.

Although at times Brown appeared unfamiliar with the small bike's power characteristics, he managed to keep a firm enough grip on the throttle to allow him to finish each heat with a comfortable margin over runner-up Joe Fudge. Bill Kelly survived a second-moto scrap with Ronnie Prado to take the money for third overall. "I had a pretty easy time of it today, these 125s are a lot different from the big bikes, but they're all fun to ride. If I could do well against guys like Abernathy and Storbeck, I might keep riding them but right now I'm just having some fun with a new toy," is the way Brown summed up his outing in the small-bore division.

Brown encountered some stiffer competition in the 250cc Expert clash, following Dennis Hawthorne to the checkered flag in the first moto. Larry Hughes shook free of Jack Beckham with a little more than a lap remaining to secure third place in the opening stanza. The second heat was a wild affair as Hughes, Hawthorne, Brown, and Ron Dunfee all took turns leading the race. In the end however, Hughes fell victim to the relentless pursuit of Brown, who got the overall win. Hawthorne, realizing his second place overall was safe, settled into third with three laps to go and finished there behind Brown and Hughes. Keith "Soup" Simmons, normally a strong contender here had a disappointing afternoon, placing sixth.

Results

MINI MINI: 1. Eric Alstrin (Kaw); 2. David Fletcher (Kaw); 3. Scottie Shikle (Kaw).
MINI BEG: 1. Mitch Yout (Kaw); 2. Russell Kramolis (Suz); 3. Jeff Mullins (Yam).
MINI STK: 1. Jason Langford (Kaw); 2. Brian McGary (Hon); 3. John Forames (Kaw).
MINI JR: 1. Eric Alstrin (Kaw); 2. Charlie Winn (Kaw); 3. Jason Krempin (Yam).
MINI SR: 1. Jason Langford (Kaw); 2. Robert Reed (Kaw); 3. Jerry Benner (Yam).
125 BEG: 1. Joe Williams (Suz); 2. Craig Bottoms (Yam); 3. Damon Taylor (Hon).
250/OPEN BEG: 1. Stacy Horn (Yam); 2. Johnny Adams (Suz); 3. Richard Lassiter (Hon).
125 NOV: 1. Jeff Bailey (Kaw); 2. Tony Lasater (Kaw); 3. Johnie Burns (Yam).
250 NOV: 1. Robert Taylor (Suz); 2. Todd Kale (Yam); 3. Arthur Young (Hon).
OPEN NOV: 1. Bruce Dugan (Suz); 2. Danny Horschler (Hon); 3. John Wilson (Hon).
125 INT: 1. Billy Whitley (Kaw); 2. Brent Carrizales (Kaw); 3. Scott Foster (Yam).
250 INT: 1. Rob Springer (Kaw); 2. John Pollard (Suz); 3. Scott Foster (Yam).
OPEN INT: 1. Jimmy Spiers (Kaw); 2. Dearl Croft (Yam); 3. Bob Strawn (Hon).
OVER 30: 1. Troy Rapp (Yam); 2. Tim McCaskill (Kaw); 3. Gary Berry (Hon).
125 EX: 1. Roger Brown (Yam); 2. Joe Fudge (Yam); 3. Bill Kelly (Yam).
250 EX: 1. Roger Brown (Yam); 2. Dennis Hawthorne (Yam); 3. Larry Hughes (Hon).
OPEN EX: 1. Ron Dunfee (Hon); 2. Mitch Milson (Hus); 3. Jon Kilbensvik (Hon).

Molder, Gikling, Berry big winners at B.R.A. finale

By Brian George

OSAGE, WY, SEPT. 18

After six months and 20 races, the motocross riders competing in the 1983 Borderline Racing Association Series found themselves with one last shot at moving up in the final points standings, at the B.R.A. Championship finals at the Osage Motocross Track put on by the Newcastle Motorcycle Club. One hundred and 10 riders from seven different states turned out to compete on the excellently groomed circuit, where spectators were treated to some spectacular racing action, and racers received huge Sportsman trophies, plus payback and commemorative plaques for the Professionals.

Two of the three Professional class titles for the entire series were up for grabs, as in the 125cc division where Black Hills Yamaha's Todd Gikling held a 20-point lead over LeeVern Berry, and in the 250s where Dave Molder came into the race just 17 points in front of Gikling, who in turn was only 15 ahead of Mike Friend. For the Open Pros, however, Molder had the title locked up sporting a 62-point lead going into the final round.

A hotly contested 250cc Pro first moto came into the first turn with Mike Friend ahead of Molder, Stork, Gikling and Curt Hyde. Molder pressed Friend hard for the first few laps, but Friend rode strongly out in front and never faltered. All Molder could do was drop back and work on staying ahead of Gikling, who was in third ahead of Stork and Hyde, while Friend pulled away to a very big lead by moto's end. Molder held on to a comfortable second at the finish ahead of Gikling, who held off both Stork and Hyde.

Round two saw Molder and Friend come out 1-2, but this time Friend ran into bad luck early in the moto. While battling with Molder for the lead, *Friend's* Honda blew the rear shock hose, and his back end jumped wildly about underneath him. This let Molder run off with the moto and overall win, while in the next few laps Stork and then Gikling went by to take second and third respectively at the wire. Hyde tried to get Friend in the final lap, but Friend managed to pull enough speed out of the Honda to come across less than a bike-length ahead of Hyde.

Overall, Molder took the win with Friend second, Stork third and Gikling fourth, while in the points standings Molder went home with his second championship class title for the year, Gikling held on to the series runner-up slot only three points ahead of Friend, with Stork fourth and Curt Hyde pulling into fifth, one point ahead of Benny Norfolk.

For the 125cc Pros, Gikling and Berry came out of the gate 1-2 in round one, as Friend, Greg Hyde and Curt Hyde trailed. The top three riders pulled away early, and Curt Hyde moved into fourth, but the real race was between the two leaders for the series title, as Berry had to win and hope Gikling ran into disaster.

Gikling remained out front for the opening few laps, but Berry pressed hard going into a right turn, slipped inside, and when Gikling went for the turn too fast, his Yamaha went off the track and Berry went into the lead. Friend also slipped inside of Gikling, who was very cautious to go back in where he left the course. It was Friend who next put the pressure on from second as he caught and fought with Berry for first, but the Kawasaki of Berry outpowered Friend's Honda, which slowly developed a flat rear tire in the final laps of the moto. Berry managed to stay a few bike-lengths out front at the finish, while Friend pushed the Honda into second ahead of Gikling, Curt Hyde and Staci Waugh.

Round two saw Gikling, Berry and Friend again 1-2-3 out of the gate, as Gene Schuler pulled into fourth ahead of Greg Hyde, Waugh and Curt Hyde. Gikling put in a very smooth moto all the way up to the final lap, despite heavy pressure from Berry the entire way, with Friend back in third unable to match the leader's power and speed. But at the sight of the white flag,

Berry went wide open. Within half a lap, Berry was on Gikling hard, and took the leader by surprise in a double set of double jumps, slipping inside of Gikling in mid-air and taking over first place. All Gikling had to do was finish in second for the series title to be his, however, and Gikling just stayed with Berry cautiously, avoiding any mistakes.

As the checkers flew, Berry came across with the moto and overall, while Gikling managed to keep second, both for the moto and overall, ahead of Friend. This was all Gikling needed to take the 125cc championship title for the year, just 10 points ahead of Berry. Greg Hyde rolled in ahead of Jerry Wagner for fourth in the moto, but Curt Hyde, who took sixth in the final moto, wound up with the fourth-overall slot ahead of Greg Hyde and Wagner.

Results

125 PRO: 1. Lee Vern Berry (Kaw); 2. Todd Giling (Yam); 3. Mike Friend (Hon).
250 PRO: 1. Dave Molder (Hon); 2. Mike Friend (Hon); 3. Billy Stork (Yam).
500 PRO: 1. Billy Stork (Yam); 2. Dave Molder (Hon); 3. Perry Bicek (Hon).
ENDURO: 1. Kim Bendigo (Hon); 2. Don Harwood (Yam); 3. Andy Knapp (Hon).
250 B: 1. Tony Ulrich (Hon); 2. Eddie Porter (Suz); 3. Mark Harwood (Kaw).
PP: 1. Kelly Thomson (Yam); 2. Mary Hanson (Kaw); 3. Karen Anderson (Hon).
MINI A: 1. Mark Mueller (Suz); 2. Scott Jensen (Kaw); 3. Bart Fullr (Yam).
MINI B: 1. Chad Lundstrom (Kaw); 2. Marc Metzger (Kaw); 3. Danny Hanson (Kaw).
MINI C: 1. John Huntington (Hon); 2. Mike Ladner (Kaw); 3. Bradley George (Hon).
125 B: 1. Spencer Philo (Yam); 2. Tim Scheck (Hon); 3. Jim Peters (Yam).
VET: 1. Perry Bicek (Hon); 2. Phil Stahla (Kaw); 3. Dave Hudson (Hus).
125 C: 1. Todd Hine (Hon); 2. Howard Sharkey (Yam); 3. David Van Horn (Yam).

Hoenshell holds back Abernathy at Midwest MX

By Joe Milian

WICHITA, KAN, SEPT. 17-18

The friendly folks of Jeeps Cycle Club in Wichita hosted the second round of the Coors Midwest Motocross Series today. Riders from seven states participated in this event, the largest and most lucrative motocross series of the year in this area.

All eyes in the grandstands were rivited on the first turn as the 125cc Experts opened the day's racing on Sunday. Robby Peters led a crowded field through the opening series of corners, with Steve Pate immeditely behind him. As the tightly grouped pack began to thin out down the high-speed back straight, Clay Hoenshell and Joe Burke began their move to the front which put them first and second respectively by the second lap. Bryan Abernathy got boxed around in the initial going, finding himself in 14th place at the completion of the first lap.

Abernathy then began a consistent and calculated elimination of those competitors blocking his access to first place that was quite remarkable in its execution. Without pressing or resorting to any radical maneuvers, Abernathy picked off one bike after another until only Hoenshell remained ahead of him. With slightly more than four minutes left in the 25-minute moto, Abernathy went around Hoenshell in what appeared to be almost a routine pass, so smoothly was it accomplished. The order at the flag was Abernathy, Hoenshell, and Burke.

Abernathy tangled with Carroll Richardson at the start of moto two and both crashed heavily. By the time Abernathy remounted, his 21 rivals were long gone. In much the same style he employed in the first heat, he began slowly but methodically reeling in the back markers, recapturing 12 positions in the first two circuits. "I was more worried in the second moto because I had a lot more time to make up. I really had my doubts about being able to catch Hoenshell because he is so fast, but I just kept pushing on," Abernathy later explained. The feat made all the more amazing by the quality of his competition, the young Yamaha pilot once again erased all opposition in his bid for the lead position.

Track announcer Gary Hershberger had the large crowd standing on their feet with his account of the struggle, as Abernathy moved by Dennis Daft and set out after Hoenshell with less than two minutes remaining. Hoenshell, well aware of Abernathy's charge, picked up his pace accordingly over the remainder of the moto as time ran out. The margin of victory was some ten seconds at the line. Hoenshell was overall winner, with Abernathy in the runner-up slot ahead of Burke.

Results

PEE WEE: 1. Bo Snyder (Yam); 2. Robbie Reynard (Yam); 3. Cameron Clark (Yam).
MINI MINI: 1. Chance Mathews (Kaw); 2. John "Buckwheat" North; 3. James Ray Carey (Kaw).
MINI JR: 1. Cliff Palmer (Yam); 2. Chance Mathews (Suz); 3. Brent Peterson (Kaw).
MINI INT: 1. Jeff Emig (Kaw); 2. Scotty Mathews (Suz); 3. Jason Jarrett (Kaw).
MINI SR: 1. Jason Owens (Kaw); 2. David Oursler (Kaw); 3. Jeff Emig (Kaw).
100: 1. Steve Murry (Yam); 2. Cliff Palmer (Yam); 3. T.C. Spear (Yam).
MINIBIKE 105: 1. Jeff Emig (Kaw); 2. Jason Owens (Kaw); 3. Brett Justice (Kaw).
BEG: 1. Todd Fenton (Suz); 2. Mark Williams (Suz); 3. Chris Cremer (Hon).
125 NOV: 1. Brian Carlson (Kaw); 2. Buster Brown (Kaw); 3. Robert Fisher (Kaw).
250 NOV: 1. Buster Brown (Kaw); 2. Robert K. Owen (Hon); 3. Mike Shields (Kaw).
OPEN NOV: 1. Tony Greenwood (Hon); 2. Scott Redwing (Mai); 3. Lee Cooper (Yam).
OVER 30: 1. Jimmy Redwing (Mai); 2. Charles Magness (Mai); 3. Danny J. Rees (Mai).
125 INT: 1. Dave Skinner (Yam); 2. Gary Anderson (Kaw); 3. Billy Hatfield (Yam).
250 INT: 1. Terry Bridges (Hon); 2. David Gall (Suz); 3. Jim Hoover (Yam).
OPEN INT: 1. Gabe Magness (Mai); 2. Billy Hatfield (Yam); 3. Phillip Mills (Hus).
125 EX: 1. Clay Hoenshell (Yam); 2. Bryan Abernathy (Yam); 3. Joe Burke (Suz).
250 EX: 1. Darren Rhoten (Kaw); 2. Mike Boston (Kaw); 3. Guy Cooper (Kaw).
OPEN EX: 1. Clay Hoenshell (Yam); 2. Randy Kirschbaum (Yam); 3. Dennis Hawthorne (Hus).

Clean sweep for Fisher at Hillside

By M. Orr

BOYD, TX, SEPT. 10

David Fisher had a clean sweep at Mike Kidd's Hillside track, winning the first 250 and Open Senior heat races, then the Trophy Dash and 250 and Open Senior flat track mains. Fisher, riding a 250 Kawasaki and Yamaha 500, is sponsored by Fisher Trim & Glass.

Scott Scherb finished second in that 250cc heat, and the second heat saw John Gladwill finish ahead of Dodd Dyson. The Open heat race had Shon Stovall finish behind Fisher. No one managed to get ahead of Fisher all night and Gladwill followed him around for second place in both main events.

The 3-4 corner was a treacherous spot for the Open Juniors as they found it a little too easy to slide off the narrow groove. James Huddleston won the heat race on his Hud Welding Service-sponsored Yamaha, followed by Jack Yost and Alan Powers. Came the main and Huddleston got the holeshot to lead again with Powers in second ahead of Yost. Powers slipped off the groove in that 3-4 corner on the first lap, giving Yost his chance to pass on the inside.

Huddleston held a slim lead until the fourth lap when the corner claimed its man again and Yost took the lead. Yost held on for one lap, then found himself the victim of the very narrow groove at that end of the banked oval, and Huddleston stayed low to recapture the lead and hang onto it for the win. Yost and Powers finished a close second and third.

Two Honda riders lead the pack into the first turn at Lake Whintney.

Results

SHORT TRACK
TROPHY DASH: 1. David Fisher (Kaw).
50: 1. Joe Gilbert Jr. (Yam); 2. Jason Adcock (Yam); 3. Leah Richards (Hon).
60: 1. Scott Williams (Hon); 2. Tim Kay (Yam); 3. Brian Dorn.
80 JR: 1. Bill Richards (Hon); 2. Reedy Ward (Yam); 3. Ed Meyer (Yam).
80 SR: 1. Mike Hale (Yam); 2. Tim Kay (Yam); 3. Trace Polson (Hon).
125: 1. Mike Hale (Yam); 2. Willie McCoy (Yam); 3. Trace Polson (Yam).
250 JR: 1. Willie McCoy (Hon); 2. Jack Yost (Yam); 3. Alan Powers (Yam).
250 SR: 1. David Fisher (Kaw); 2. John Galdwill (Hon); 3. Dodd Dyson (Hon).
OPEN JR: 1. James Huddleston (Yam); 2. Jack Yost (Tri); 3. Alan Powers (Yam).
OPEN SR: 1. David Fisher (Yam); 2. John Gladwill (Hon); 3. Shon Stovall (Yam).
TT
BUDDY RACE: 1. Eddie McCoy/Jack Yost (Hon).
50: 1. Jason Adcock (Yam); 2. Joe Gilbert Jr. (Yam); 3. Leah Richards (Hon).
60: 1. Tim Kay (Yam); 2. Clint Carlton (Kaw); 3. Stacey Wright (Suz).
80 JR: 1. Rodney Dickerson (Suz); 2. Jessie Wilson (Suz); 3. Ed Meyer (Yam).
80 SR: 1. Scott Scherb (Kaw); 2. Darien Shirley (Yam); 3. Mike Hale (Yam).
125: 1. Bobby Shaw (Suz); 2. Kevin Switzer (Suz); 3. Mike Freytag (Yam).
250 JR: 1. Kevin Switzer (Suz); 2. Alan Powers (Yam); 3. Bobby Shaw (Hon).
OPEN JR: 1. Kirk Tyer (Yam); 2. Bobby Shaw (Suz); 3. John Tucker (Yam).
OPEN SR: 1. Rusty Pattillo (Hon); 2. Scott Scherb (Hon).

Stone, Bauser win at Austin MX Park

By Joe Milian

AUSTIN, TX, SEPT. 16

Austin's Joey Stone upset highly favored Cedar Park Kawasaki rider Mike Merlo in Minibike Senior action tonight at Austin Moto Sport Park.

Although the two competitors tied on points after their two-moto confrontation was completed, Stone took the overall win by virtue of his victory in the second heat. Merlo appeared to be headed for another in a long string of triumphs at this course as he motored by all opposition in winning the opening moto with little difficulty. Stone stayed close enough to take advantage of any mistakes, but never really made a serious threat to displace Merlo. Mark Koempel followed Stone at a distance to place third.

The second moto witnessed Stone jumping into a big lead on the first lap and then riding consistently to the checkered flag to record his first place finish. Merlo appeared to have trouble establishing any kind of rhythm and rode a much different race than he did in the initial round. Stone was especially effective at negotiating the troublesome left-hander at the end of the front straightaway, using his quick line through this area to keep his lead secure. Merlo held on to the runner-up spot the entire heat to finish second overall, with Koempel third for the evening.

A determined effort by David "The Bruiser" Bauser helped him overcome some stiff competition from rivals Jon B. Ross and Everett "Emerson" Lee in the 125cc Beginner class, one of the more crowded divisions. Bauser started off slowly, scoring only a third in the first moto, just behind Ross and winner Sam Mabey. Mabey and his Kawasaki ran into problems in the second round, struggling through four circuits and finally pulling into the pits. Bauser quickly took over from Mabey and, with Lee only a few feet behind, made his bid for first place over the following laps. Ross, meanwhile, had gotten tangled up with Carter Hill and by the time he worked free was too far behind to catch the leaders. His finish was good for second overall behind Bauser and ahead of Lee.

Intermediate action was highlighted by the three way battle for the top spot in the 250cc class as Steve Poyner, Donnie Prado, and Brian Lambert all expressed a desire to fill that position. Lambert somehow accomplished the unenviable feat of running over his own foot during the course of the second heat and Poyner ran over a spectator as Prado cruised. When all was done Prado was at the top of the heap with Lambert second and Poyner third. Pete Sullivan made one of his infrequent visits to Austin and defeated Billy Compton and Brian Noblin in the 125cc Intermediates. Big bore racing was dominated by David Beckham. •

Results

MINI JR: 1. Jason Krempin (Yam); 2. Tim Hodes (Kaw); 3. Robert Farmer (Yam).
MINI SR: 1. Joey Stone (Yam); 2. Mike Merlo (Kaw); 3. Mark Koempel (Yam).
125 BEG: 1. David Bauser (Yam); 2. Jon B. Ross (Suz); 3. Everett Lee (Yam).
250 BEG: 1. Darin Gauthier (Suz); 2. Brad Hughes (Yam); 3. Cody Rabb (Hon).
125 NOV: 1. Mike Merlo (Kaw); 2. John McAlpin (Suz); 3. Shawn Clevenger (Hon).
250 NOV: 1. Lynn Bailey (Yam); 2. Lamee Tabassi (Hon); 3. Deno Farmer (Yam).
OPEN NOV: 1. Rocky French (Hon); 2. David DePrato (Yam); 3. Jim Ryan (Yam).
125 INT: 1. Pete Sullivan (Hon); 2. Billy Compton (Yam); 3. Brian Noblin (Yam).
250 INT: 1. Donnie Prado (Yam); 2. Brian Lambert (Yam); 3. Steve Poyner (Yam).
OPEN INT: 1. David Beckham (Hon); 2. Bryan Briggs (Yam); 3. Marvin McKim (Yam).
OVER 30: 1. Paul Zabor (Yam); 2. Steve Blackwell (Yam); 3. Danny Atkins (Yam).
COMB EX: 1. Ron Dunfee (Hon); 2. Jack Beckham (Yam); 3. Frank Tello (Hon).

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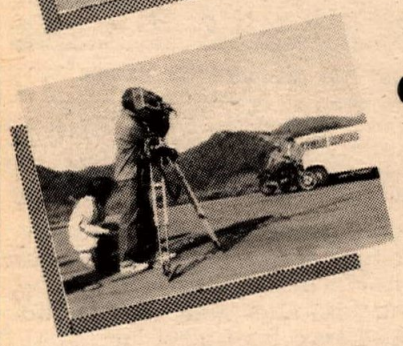

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Oct. 30 — Sears Point
Nov. 19/20 — Willow Springs
12547 Yosemite
Cerritos, CA 90701 (213) 865-1523

SRA Schedule
Oct. 30 Carlsbad
(Black Cat G.P.)
Nov. 27 Riverside
(714) 828-1358

CALENDAR

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA/Camel Pro Series
10/8 TT/Pontiac, MI

AMA Pacific Coast Championship Series*
TBA MX/Sonoma, CA
TBA MX/Portland, OR
TBA MX/Los Angeles, CA
TBA SX/San Diego, CA
*Tentative

AMA National Championship Enduro Series
10/23 Oklahoma, City, OK
10/30 Bear, DE

AMA/Hi-Point National Hare Scrambles Championship Series
11/6 Delta, OH

SCORE Off-Road Championship Schedule
11/4-6 Baja 1000
Baja California, Mexico

National Drag Racing Championships AMA/Dragbike!
10/22-23* Farmington, NC
11/5-6 Houston, TX
11/19-20 Gainesville, FL
*⅛ Mile Event
**Top Fuel Eliminator
***Pro Stock Eliminator

IDBA
10/8-9 Gulfport, MS

NMRA
10/15-16* East Irvine, CA
*Pro Stock Only
**Top Fuel & Pro Comp Only
***Pro Stock & Fun Bike Only
****Top Fuel & Fun Bike Only

Trans-Cal Series
10/8-9 Hollister, CA
10/15-16 Brentwood, CA
10/22-23 Carlsbad, CA
10/29-30 Orange, CA
11/5 San Diego, CA

Other Major Events Abroad
10/3-8 ISDE
Llandrindod Wells, Wales

EVERY WEEK

Wednesday

CALIFORNIA

CMC SPEEDWAY 117 MX
Chula Vista, CA. I-5 to Jct. 117, E 5 mi. to track. All classes, plus 3-whirs, Odys, dirt kart, and motrcycle short track. Sptsmn. trophs., 100% Pro pb. 5 programs on 3 different tracks. Gate 5 pm, prac 6, race 7:30. Entry $12. Info 619 690-6414

CMC ASCOT PARK MX
Gardena, CA. 18300 S. Vermont, near jct. of Harbor and San Diego Frwys. All classes. 30% trophs., Pro pb. Gate 5 pm, prac 6, race 7:30. Entry $12, watch $5.50, $3.50, $2. Info 714/557-3323, 213/323-5055.

SACRAMENTO M/C DRAGS
Sacramento, CA. Sacramento Rcwy., take Bradshaw Rd. off Hwy 50, N on Excelsior Rd. to 5305 Excelsior. Trophs., Jackpot pb. Gate 5 pm, time trials 5:30-8, first race 8:15. Entry $4 watch or race. Info 916/366-7368 (David Smith).

DRAG RACES
Fremont Rcwy, Fremont, CA. Hwy 17 at Durham Rd. W follow signs. Grudge racing. Bike bracket for all motorcycles. Gate 5:30, time trials 6-10, tech closes 8:30. Entry $5, watch $5. Under 6 free. Baylands Raceway Park. Info 415/651-2545.

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

CALIFORNIA

CALIFORNIA NIGHT MOTOCROSS
Baylands Rcwy. Park, Fremont, CA All classes. 30% trophs., 100% Pro pb. CMC license reqd. (avail. at track). Gate 5 pm, prac. 7, race 7:30. Entry $12. $15 Pro, watch $5, 6-12 $2. Info 415/651-2545

R.A.C.E. MOTOCROSS
Orange County Int'l Rcwy., Irvine, CA. I-5 at Sand Canyon. 30% trophs., 133% Pro pb. Gate 5 pm, prac. 6, race 7. Entry $8, non-memb. $10, Pro $15, watch $4, under 12 $2. Info 714/552-5511.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Bradshaw Rd. off Hwy 50, N. on Excelsior Rd. to 5305 Excelsior. All classes. 30% trophs, 100% Pro pb. Gate 5 pm, prac 6, race 7:30. Gate $4, all entries $10. Info 916/366-7368.

SANTA CLARA NIGHT MX
Santa Clara, CA. Santa Clara Supercross Track. Corner of Hwy 237 and Great American Pkwy in Santa Clara. All reg. classes. Sptsmn. trophs., Pro payback. Night lighted track. Gate 5 pm, prac. 6:30, race 7:30. Entry $12 Sptsmn., Pros $15, watch $5. Info 209/529-0923 or 415/886-5413 (Ken Birchfield).

AMA CLASS A SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. Fwy 55 to Fair exit, rt to fairgrounds. Gate 6:30, race 8. Tickets $6, 6-12 $2. Free parking. Info 714 492-9933.

CMC SAND HILL MX
Brentwood, CA. Corner of Camino Diablo and Vasco Rds. All classes. Prac 7, race 7:30. Entry $15, $5 watch. Info 415/798-5695, 634-3328.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

TEXAS MX AND FLAT TRACK
Ross Downs, Colleyville, TX. Hwy. 26, Colleyville. All classes. Trophs, 100% pb. Prac. 7 pm, race 8:30. Entry $8, $15 Pro. Gate fee, $6, 6-12 $4, child free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

October 7

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. Contingencies, drawings, 40% trophs. Gates open 5 pm, prac 7, race 8. Pro entry $17, $12 am. Mem req. $20. Dbl pts. 5th Rd. of Budweiser Summer Series. Info 213/881-5778.

WASHINGTON FLAT TRACK
Monroe Fairgrounds, Monroe, WA. All classes. Entry troph class $8, money class $12. Open 5 pm, sign-up 6, rider mtg, 7:15, race 7:30. Adm. $4, $3 senior citzen, $2 child (7-6). Under 6 free. Info 776-4436 or 745-8030.

October 8

SRAC COLORADO NIGHT SUPERCROSS
Island Grove Park Arena, Greeley, CO. I-25 to Greeley, exit E. on Hwy 34 to Greely downtown business loop. Turn lft on 11th St. Follow to stadium at Island Grove Park. All classes. 30% trophs, 100% Pro pb. Gates 7 am, sign-up 8:30-10, prac 10:30 -12. 1st qualifier 12:30 pm, Main 7. Rider gate $3, Nov. and Am., $12, Exp $15. Info 303/224-9549 (Matt Pratt).

NMA ARIZONA MX
Canyon Rcwy., Phoenix, AZ. Western Fall Nationals. All classes. 30% trophs, Pro pb. Call for entry forms. Gate opens 3 pm, prac 4, race 5. Info 213/868-8112.

AMA/D—37 CALIFORNIA HARE AND HOUND
Lucerne Valley to P[illegible]or, AZ. All classes. Trophs 30-40% of finishers. 230 World Championship. AMA rec'qd. 8 am start. No post entries. $35 entry includes all fees. Info 805/251-1352 or 252-3858.

CMC CALIFORNIA MX
Hollister Hills SVRA, Hollister, CA. S. of San Jose. Take I-5 to Hwy 152 W. to 156 into town of Hollister. From Main St. of town, follow signs to SVRA park. Trans Cal Series. All Spstsman. Gates open 6:30 am, sign-up and pre-entry confirm, 7-8:30, prac 8-8:45, race 9. Entry $15, $20 post. Info 714/557-3323.

AMA/D-36 CALIFORNIA SHORT TRACK
Monterey Fairgrounds. Monterey, CA. 16 mi. Short track (cushion). Motorcycle and three wheelers. Gate 6 pm, prac 6:30, race 8. Nov., Jr., and 3-whlrs, $10, Exp, $15, pb, $11. Info 408/394-8225.

October 8-9

TEXAS SUPERCROSS
San Antonio, TX. Freeman Coliseum. All classes. $10,000 purse, cash and cont. Reg. 8 am-2 pm, prac 10 am-1 pm, qualifying races 3 pm-6, main, 8-11. Info 512/341-0037.

October 9

CMC CALIFORNIA BENEFIT MX
Sand Hill Ranch, CA. All classes. Trophies and contingencies. Must ride 3 night and 1 day race to be eligible for points, trophies, awards. Part of Red Cross Benefit 6 race series. Gate 6:30am, [illegible] 8:30, race 9. Entry $15, $5 gate fee for Ex., $5 watch. Info 415/634-3328, 672-7859 or 634-6596.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., left to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

TEXAS SAN ANTONIO MX
Motosport Park, San Antonio,TX. All classes incl. Over 30 A, B. Silencers reqd. Rider's meeting 8:45 a.m., race 10 a.m. Entry $10, $15 Seniors, 150% pb. Info 512/649-2196 (M.E. Shaner).

CMC CALIFORNIA MX
Hollister Hills SVRA, Hollister, CA. I-5 to Hwy 152 west to Hwy 156 to Hollister. From main street of town, follow signs to SVRA. Pros, Vets, OT Mst, Mini Ex classes. Trans Cal Series. Gate 6:30 am, sign-in and pre-entry confirm, 7-8:30, prac. 8-8:45, race 9. Entry $25, $35 post. Info 714/557-3323.

TEXAS MOTOCROSS
Denison TX, between Denison and Sherman behind Jack Barnett Honda. All classes includ. ATV. Gate 8 am, prac 9, race 12. Entry $7, admission 3. Info 714/463-1614 (Bill Jennings).

CALIFORNIA SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 5801 E. Morse Rd. All classes. Gate 9 am, prac. 10:30, race noon. Rider $10, Semi-Pro $13. Spec. $4. Info 209/368-7182 or 931-3722 (Eddie).

CRC CALIFORNIA ENDURO
Rand area. Roadrunner Family Enduro. All classes. 20% trophs, finisher pins and cont. CRC pts. 2 loops. Start 8 am, C-16 yrs., Women, Minis and Beg., go 1 loop. Mail entry $20, $23 post. non member add $4. Info 714/689-6114.

October 14

CRC INDIAN DUNES NIGHT MX
Indian Dunes Park, Valencia, CA. I-5 to Hwy 126. All classes. Trophs. Pro pb. Memb. req'd. Sign-in 6 pm, prac 7, race 8. Entry $12, $15 Pro. Info. 213/830-7519.

October 15

NEW MEXICO ROAD RACE
3 mi. E. of Las Cruces, NM, on Hwy 70. All classes. Trophs for Nov. and Am. 50% pb for Exp. Gate 9 am, prac 10, race 11. Entry $10, $20 Exp., $15 with KDA card. Las Cruces Knee Draggers Assoc. Info 505/526-2842, 523-1938 (Ronald Mozer).

AMA/D-36 CALIFORNIA SHORT TRACK
Monterey Fairgrounds. Monterey, CA. 16 mi. Short track (cushion). Motorcycle and three wheelers. Gate 6 pm, prac 6:30, race 8. Nov., Jr., and 3-whlrs, $10, Exp, $15, pb, $11. Info 408/394-8225.

CMC CALIFORNIA MX
Sand Hill Ranch, Brentwood, CA. located near Stockton. From I-5 take Hwy 580 to Vasco Rd. 17 mi. N. turn right at stop sign. Entrance on right side of road. Trans Cal Series. All Sptsman. Gates open 6:30 am, sign-up and pre entry confirm 7-8:30, prac 8-8:45, race 9. Entry $15, $20 post. Info 714/557-3323.

UNITED STATES NATIONAL SPEEDWAY CHAMPIONSHIP
Orange County Fairgrounds, Costa Mesa, CA. Gates open 6:30 pm, pre show entertainment 7:15, first race 8. Admission $12, $6 child under 12. Purchase tickets at Ticketron, gate night of the event or write International Speedway, P.O. Box 3334, San Clemente, CA 92672. Info 714/492-9933 (Harry F. Oxley).

October 15-16

WERA/GPRA OKLAHOMA ROADRACE
Hallett, OK. About 40 mi. west of Tulsa I-40 at the Hallett exit. Directions for the track avail. from toll booth attendant. Trophs and contingencis. Sat-pract and heats, Sun-prac. & finals. Info 918/743-8825.

October 16

D-36 CALIFORNIA FAMILY ENDURO
Placerville, CA. Grizzly Flat. All classes includ 3 whlr. Participant pins. First rider out 8:01 am. Pre-Entry $13, $14 no D-36 card. 3-man teams, husband/wife teams, parent/child teams, $2 per member. Post entry $16. Info 916/927-7866 or 967-6079.

NEVADA STATE CHAMPIONSHIP
Las Vegas Motocross Park, Las Vegas, NV. I-15 to Apex Rd turn-off, 20 mi. N. of downtown Las Vegas. Turn right 200 yds to track entrance, then lft. All classes, includ 3 whlrs. $2150 Pro purse, $500 in contingencies for Am. 100% trophs. Pros mwst be members and race all 3 races. Gate and sign-in 7 am, prac 8, race 9. Entry $15, $20 Pro, $10 to ride 2nd class. Watch $3, 6-11 $2, under 6 free. Las Vegas Mothers Motocross Auxiliary. Info 702/361-6642 (Jeanne Saxton).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 9 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30

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NOV. 6
1983

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Beg., Nov., Int., Exp., Pro, Vets

3 FOOT TROPHIES
$1,500 PRO PURSE

ATTENTION SPECTATORS!
Any Seat $6.00
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QUALIFIER SCHEDULE

Fri.	Oct. 7	R.A.C.E. Nite MX Corona Raceway	Corona
Sun.	Oct. 9	CRC MX Saddleback Park	Orange
Thur.	Oct. 13	OCIR Nite MX	Irvine
Fri.	Oct. 14	CRC Nite MX Indian Dunes	Valencia
Sun.	Oct. 16	CRC MX Indian Dunes	Valencia
Thur.	Oct. 20	OCIR Nite MX	Irvine
Fri.	Oct. 21	Race Nite MX Corona Raceway	Corona
Sun.	Oct. 23	CRC GP Saddleback Park	Orange
Fri.	Oct. 28	CRC Nite MX Indian Dunes	Valencia
Sun.	Oct. 30	CRC MX Indian Dunes	Valencia

BANZAI BROTHERS CRC

CALL FOR INFO:
(213) 830-7519

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O.C.I.R. MOTOCROSS

Irvine,CA., I-5 Frwy., Sand Canyon Offramp

Thursday Nights

Oct. 6 Oct. 20
Oct. 13 Oct. 27

Gate Opens 5 p.m.
Practice 6 p.m.
RACE 7 p.m.

Sunday Day Race
Oct. 23

Gate Opens 8 a.m.
Practice 9 a.m.
RACE 10 a.m.

INFO: (714) 552-5511 (714) 646-6056

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CRC RACE SCHEDULE

Oct. 9 — MOTOCROSS
Saddleback Park
Oct. 14 — NIGHT MOTOCROSS
Indian Dunes
Oct. 16 — MOTOCROSS
Indian Dunes

All Events are San Diego Amateur SX Qualifiers

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Match Time Enduro
Oct. 22 & 23

Family 3 loop enduro. Winners duplicate 1st loop time on 2nd & 3rd. No Clocks or Speedos. Women & Minis go 2 loops.

Barstow, CA., I-15, Sidewinder Offramp
Entry: Mail $12, Post $15, Non-Member add $3.
BENEFIT FOR SPECIAL OLYMPICS
DBRA, 5319 W. 124th St.
Hawthorne, CA 90250
(213) 371-2910 (213) 675-6155
MX 2 p.m., Sat., Oct. 22

8th Annual
Great Pumpkin
G.P.
Sun., Oct. 30
CORONA RACEWAY

RACE Schedule

Thurs.	Oct. 6	Odys, 3 whlrs	Corona
Thurs.	Oct. 6	Motocross	O.C.I.R.
Fri.	Oct. 7	Motocross	Corona
Thurs.	Oct. 13	Motocross	OCIR
Fri.	Oct. 14	Motocross	Corona

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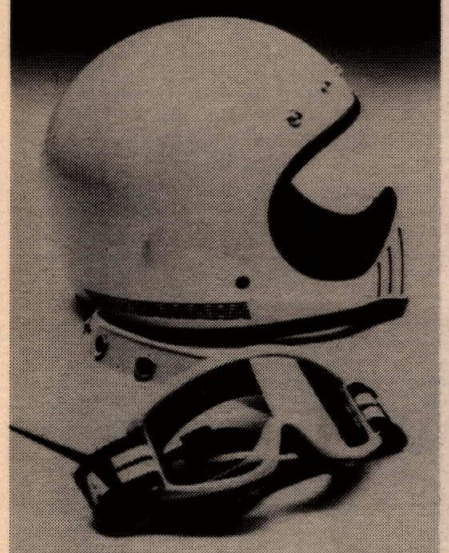
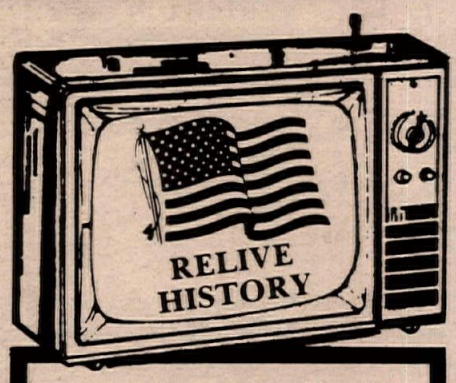


GENUINE
YAMAHA



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a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b. & 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail. at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

AMA MARYSVILLE MX
Marysville, CA. E Street track. Take Hwy 70 N. North Beale Rd. (S. City Limit), then go over levee on Shad Rd. (One block west of Honda of Marysville. Blue Plate Pts. awarded. High pts. wins a new M/C from Honda of Marysville. Other prizes for second and third. AMA/D-36 cards ava. at track. Silencers reqd. Gate 6:30 am, sign-up 7, prac 7:30, race 9. Sptsm $15, Pros and Exp add $5. Spec. $4. Child 6-12 $1, under 6 free. Info 916/695-2727.

CMC CALIFORNIA MX
Sand Hill Ranch, Brentwood, CA. I-5 to Hwy 580 to Vasco Rd. 17 mi. North, turn rgth at stop sign. Entrance is on rght side of rd. All Pros, Vets, OT Mst, Mini Ex. classes. Trans Cal Series. Gate 6:30 am, sign-in and pre-entry confirm, 7-8:30 , prac 8-8:45, first race 9. Entry $25, $35 post. Info 714/557-3323.

NMA CALIFORNIA MX
Barona Oaks. Western Fall Nationals. Pee Wees thru 250's. 30% trophs, Pro pb. Call for entry forms. Gates 6:30 am, prac 8, race 9:30. Info 213/868-8112.

CALIFORNIA HARE SCRAMBLES
Hollister Hills Upper Ranch, 4 mi. S. of Hollister, CA. Follow lime and arrows. All classes. Trophs. Sign-ups for Ex., Am., OT and Vets 7 am-9, race 9:30. Sing-ups for Nov 10 am-12 noon. Race 12:30. Entry $17 all classes. Los Gatos Motorcycle Club. Info 408/263-4370 (Sam Meek), 258-0615 (Greg Pourroy).

AMA WASHINGTON MOTOCROSS
Washougal, WA. Follow signs from Sleepy Little Town of Washougal to Wonderful MX Park. All classes. 33% trophs, 100% Pro pb. Gate 7 am, prac 8:30, race 10. Entry $10. $15 Pro, $4 watch. Nrothwest MX Ent. Info 503/620-5301 or 472-2475.

NEVADA MOTOCROSS
Las Vegas, NV. Las Vegas MX Park. Take I-15 to Apex Rd. turn off, which is approx 20 mi. N. of downtown L-V. Turn right 200 yds to track ent. then left. All classes. 33 1/3% trophs. Cash for Pros. Gate 7 am, sign-up 7, prac 8, race 9. Riders $15, $10 ride 2nd class, Pros $20. Spec. $3, 6-11 $2, under 6 free. APEX Race. Info Jeanne Saxton 361-6642.

CALIFORNIA G.P.
Perris Raceway, Perris, CA. 91 Frwy. E.to 15 Frwy S. 20 mi. to Hwy 74, left 8 mi. to Ellis St., L. 300 yds to Burton. Sunwest Series. All classes includ 4-Stroke. 30% trophs, $200 Exp. pb, Cash Dash, $160 Long-jump. Holeshot prizes. Gate 6:30 am, prac 8. Entry $16 mail, $20 post. Info 714/371-6333 (Rick).

October 21

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. All classes. Contingencies, drawings, 40% trophies. Gates open 5 pm, prac 7, race 8. Pro entry $17, Am, $12. Mem req. $20. Series pts. Final race of Budweiser Summer Series. Info 213/881-5778.

October 22

AMA/D-36 CALIFORNIA SHORT TRACK
Monterey Fairgrounds. Monterey, CA. 16 mi. Short track (cushion). Motorcycle and three wheelers. Gate 6 pm, prac 6:30, race 8. Nov., Jr., and 3-whlrs, $10, Exp, $15, pb, $11. Info 408/394-8225.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. N. of San Diego. I-5 to Palomar Airport Rd. Approx 4 mi E. (inland) to entrance. Trans Cal Series. All sprtsman. Gates open 6:30 am, sign-up and pre entry confirm 7-8:30, prac 8-8:45, race 9. Entry $15, $20 post. Info 714/557-3323.

OREGON INDOOR MOTORCYCLE AND 3-WHEEL RACING
Benton County Farigrounds, 110 S.W. 53rd St., Benton, OR. All classes. 90% Pro pb. Muffled bikes/non smokers, class C tires on rear except Minis. Sign in 6 pm, prac 7, race 8. Entry $5, $7 Am, $13 Pro, $7 3-whlr, $4 pit pass. Watch $3, $2, 6-18 & Sr. Citz., under 6 free w/adult. Trak-Tak Racing Spec. Info 503/928-7205 after 5 pm.

October 22-23

CALIFORNIA MOTOCROSS-ENDURO
Barstow, CA. Sidewinder Rd. off I-15. All classes includ. ATC, Ody and 4 stroke. 25% trophs. MX Sat. 2 pm, Enduro Sun, 8 am. Moto. $5 per class, enduro $12, non-mem. $15. Post add $3. Race to benfit the Special Olympics. Desert Buick Racing Assoc. Info 213/371-2910 or 213/675-6155.

NMA TEXAS MOTOCROSS
Lake Whitney Cycle Rancj, Lake Whitney, TX. All classes. $4000 pro purse, trophs, contingencies. Mini's, Sat, M/C Sun. Info 409/849-0937.

October 23

CALIFORNIA ENDURO
Fouts Springs, CA. 9 mi. West of Stonyford. All classes. Starting times determined by drawing September 27. Entry $15 per rider, $20 post, $6 per three-man team. Info 415/439-7775 (entries) or 415/533-2916 (course).

TEXAS MOTOCROSS
Denison TX, between Denison and Sherman behind Jack Barnett Honda. All classes includ. ATV. Gate 8 am, prac 9, race 12. Entry $7, admission 3. Info 714/463-1614 (Bill Jennings).

CRC CALIFORNIA GP
Saddleback Park, Orange, CA. Frwy. 55 to Chapman exit E. 7 mi to Santiago Rd. Rght to county fire station then left. Cash pb to Pros. San Digeo qualifier. Entry $16 mail, $20 post. CRC mem reqd. Info 714/689-6114 or 213/830-7519.

WOMENS MOTOCROSS NATIONALS
Saddleback Park, Orange, CA. 55 Frwy to Chapman Ave. East, 7 mi. to Santiago Rd., right to fire station, turn lft. Ultimate Products. All classes inlcud. Vets and Sidehacks. $1500 purse, 3,000 prizes. Gate 7 am, sign-in and tech inspec, 7:30. race 9. Entry Pro $35, Sportswomen, $25, men, $10, Sidehacks, $15. Info 213/798-6118 (Denise De Vines) or 714/371-6333(Rick Campbell).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palmer Airport Rd. Approx. 4 miles east (inland) to entrance. Pros, Vets & OT Mstrs, Mini Ex. Trans Cal Series. Gate 6:30 am, sign-up and pre-entry confirm 7-8:30, prac 8-8:45, race 9. Entry $25, $35 post. Info 714/557-3323.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

NMA CALIFORNIA MX
Sunrise Valley, Adelanto, CA. Western Fall Nationals. Pee Wees thru 250's. 30% trophs, Pro pb. Call for entry forms. Gates 6:30 am, prac 8, race 9:30. Info 213/868-8112.

WASHINGTON MOTOCROSS
Tampico, WA. Southfork Foothills MX Park. 71 mi. West of Yakima WA. On lower Autanum Rd. Left at Tampico store. Trailhead Promotions. 3rd race of Sun Challenge Series. All classes. 100% pb per race for Pros plus $2000 overall series. Sportsmen 33% trophs. Must run 6 of 9 races to qualify. Gates 8 am, prac. 9, race 10:30. Entry $10, $20 Exp. Info 509/248-1472 or 248-9113.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

AMA/D-37 CALIFORNIA HARE AND HOUND
Soggy Dry Lake area. Marked from Hwy 247 and Fire Station in Lucerne. Johnson Valley Championship. All classes. NO ATVS. Finisher pins. 20% trophs. 2 loops, 75 mi. Start 9 am. Entry $16, pie plates $18. 100 Motorcycle Club. Info 213/335-4767 or 714/985-1567.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. S. of Dixon, CA. Off Hwy 113. All classes. 100% pb, trophs. No bicycles, no dogs. Gate 6:30 am, sign-up 7, prac 7:30, 1st race 9. Entry $15, $20 plus $5 Semi-Pro, $5 watch, $1 child. Info 916/678-3592 (Buel Campbell).

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix, AZ. 2 mi. west of 99th Ave. and Carefree Hwy. Trophs to Sptsmen classes. 30% thru 5 places. 100% Pro pb. Series trophs and awards will be presented at this race. Drawing for new CR125 Honda. Final round of Arizona Fall Motocross Series. Gates open 7 am, prac 8:30. Entry $12, $14 Pro. Bike fee at gate $5 (deducted at sign-up). Watch $5, $2 child under 12. Info 602/583-0575 (Tom Timmons).

October 28

WASHINGTON FLAT TRACK
Monroe Fairgrounds, Monroe, WA. All classes. Entry troph class $8, money class $12. Open 5 pm, sign-up 6, rider mtg, 7:15, race 7:30. Adm. $4, $3 senior citzen, $2 child (7-6). Under 6 free. Info 776-4436 or 745-8030.

MOTORCYCLE SWAP MEET
Orange County Fairgrounds, Costa Mesa, CA. S. end of Newport 55 Frwy. Opens 6 pm-10pm. Free parking. 10x10 space $20, 10x15 space $30, motorcycle for sale $10 each. Move in 1 pm-4pm. 24 hour info 714/495-2542.

October 29

AMA/D-36 CALIFORNIA SHORT TRACK
Monterey Fairgrounds. Monterey, CA. 16 mi. Short track (cushion). Motorcycle and three wheelers. Gate 6 pm, prac 6:30, race 8. Nov., Jr., and 3-whlrs, $10, Exp, $15, pb, $11. Info 408/394-8225.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Hwy 55, located E. of I-5. East from Hwy 55 for about 7 mi to 1st and only 4-way

stop sign (Santiago Cyn. Rd.). Turn right and follow for about 3 mi. Turn left at road across from county fire station. All Pros, Vets & OT Msters, Mini Ex. Gate 6:30 am, sign-in and pre-entry confirm, 7-8:30, prac 8-8:45, first race 9. Entry $25, $35 post. Trans Cal Series. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

SRA BLACK CAT GP
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E. 3 mi. to Raceway. All classes plus ATC-Ody. 20% trophs, finisher pins. 201-Open, Sen-Vets prac in am, race in am, 0-200cc, ATC-Ody prac in pm, race in pm. Entry $12 mail, $15 post. Info 714/828-1358.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Newport Frwy (55) is located in Orange County E. of I-5. Take Chapman Ave. E. from Hwy 55 for about 7 mi to 1st 4-way stop sign (Santiago Cyn Rd). Turn rgt and follow for 3 mi. Turn lft at road across from county fire station. Trans Cal Series. Gates open 6:30 am, sign-up and pre entry confirm 7-8:30, prac 8-8:45, race 9. Entry $15, post $20. Info 714/557-3323.

October 30

D-36 CALIFORNIA FAMILY ENDURO
Lake Shasta Dam, 6 mi. N. of Redding, CA. I-5 to Shasta Dam exit, to Dam. Cross Dam, follow paved Rd. to camping area. A & B comb., C, Jr. P.P. OT classes. Contingencies. Sprk. arrestors reqd. First rider out 8:01 am. Entry $10, $12.50 non card holders. Info 916/222-1726.

NEVADA STATE CHAMPIONSHIP MOTOCROSS
Las Vegas Motocross Park, Las Vegas, NV. I-15 to Apex Rd. turn-off. 20 mi. N. of downtown Las Vegas. Turn right 200 yds to track entrance, then lft. All classes, includ 3 whlrs. $2150 Pro purse, $500 in contingencies for Am. 100% trophs. Pros must be members and race all 3 races. Gate and sign-in 7 am, prac 8, race 9. Entry $15, $20 Pro, &10 to ride 2nd class. Watch $3, 6-11 $2, under 6 free. Las Vegas Mothers Motocross Auxiliary. Info 702/361-6642 (Jeanne Saxton).

AMA/D-36 MARYSVILLE MX
Marysville, CA. Riverfront Park. 40 mi. N. of Sacramento on Hwy 70. Park entr. is on 1st St. between E and F St. Blue Plate Pts. awarded. High pts. wins a new M/C from Honda of Marysville. Other prizes for second and third. AMA/D-36 cards ava. at track. Silencers reqd. Gate 6:30 am, sign-up 7, prac 7:30, race 9. Sptsm $15, Pros and Exp add $5. Spec. $4. Child 6-12 $1, under 6 free. Info 916/695-2727.

November 5

TRANS CAL SAN DIEGO MX
Jack Murphy Stadium. Tickets aval at Ticketron, Super Shops, Teleseat, Bill Gamble Mens stores. Prices $6-$18. $3 discount for $15 and $18 tickets by mail before Oct. 24. at P.O. Box 1523, Laguna Beach, Ca 92652. Info 714/494-3684.

November 6

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. S. of Dixon, CA. Off Hwy 113. All classes. 100% pb, trophs. No bicycles, no dogs. Gate 6:30 am, sign-up 7, prac 7:30, 1st race 9. Entry $15, $20 plus $5 Semi-Pro, $5 watch, $1 child. Info 916/678-3592 (Buel Campbell).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, lcft on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. S. of Dixon, CA. Off Hwy 113. All classes. 100% pb, trophs. No bicycles, no dogs. Gate 6:30 am, sign-up 7, prac 7:30, 1st race 9. Entry $15, $20 plus $5 Semi-Pro, $5 watch, $1 child. Info 916/678-3592 (Buel Campbell).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

November 11

CMC CALIFORNIA NIGHT NATIONAL MX
Ascot Park, Valencia, CA. All classes includ. ATV. Gate 5 pm, prac. 6-7, race 7:30. Entry $12 includ. gate fee. Info 714/261-6116.

November 13

WASHINGTON MOTOCROSS
Richland, WA. Horn Rapids ORV.-Trailhead Promotions. 4 th race of Sun Challenge Series. All classes. 100% pb per race for Pros plus $2000 overall series. Sportsmen, 33% trophs. Must run 6 of 9 races to qualify. Gates 8 am, prac 9, race 10:30. Entry $10, Exp. $20, Info 509/248-1472 or 248-9113 (eve).

TEXAS MOTOCROSS
Denison TX, between Denison and Sherman behind Jack Barnett Honda. All classes includ. ATV. Gate 8 am, prac 9, race 12. Entry $7, admission 3. Info 714/463-1614 (Bill Jennings).

AMA MARYSVILLE MX
Marysville, CA. E Street track. Take Hwy 70 N. North Beale Rd. (S. City Limit), then go over levee on Shad Rd. (One block west of Honda of Marysville. Blue Plate Pts. awarded. High pts. wins a new M/C from Honda of Marysville. Other prizes for second and third. AMA/D-36 cards ava. at track. Silencers reqd. Gate 6:30 am, sign-up 7, prac 7:30, race 9. Sptsm $15, Pros and Exp add $5. Spec. $4. Child 6-12 $1, under 6 free. Info 916/695-2727.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX

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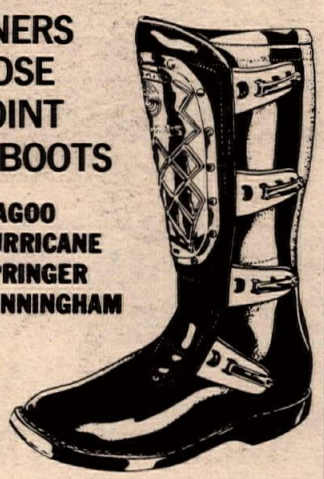
* SPRINGER
* CUNNINGHAM



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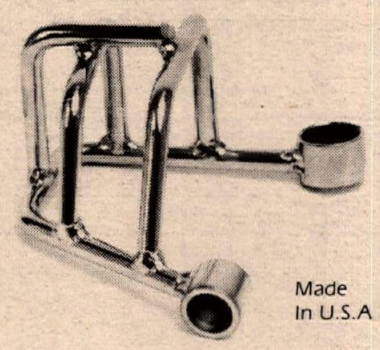

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Planning a racing vacation?? Check out the Cycle News Calendar Section for places to race while you are on the road.

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On Popular 1982,'83s

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7563 Indiana
Riverside, CA 92504
(714) 687-1300
Hours 9-6, Tues.-Sat.

ROAD RUNS

November 19

OREGON INDOOR MOTORCYCLE AND 3-WHEEL RACING
Benton County Farigrounds, 110 S.W. 53rd St., Benton, OR. All classes. 90% Pro pb. Muffled bikes/non smokers, class C tires on rear except Minis. Sign in 6 pm, prac 7, race 8. Entry $5, $7 Am, $13 Pro, $7 3-whlr, $4 pit pass. Watch $3, $2, 6-18 & Sr. Citz., under 6 free w/adult. Trak-Tak Racing Spec. Info 503/928-7205 after 5 pm.

November 26

BARSTOW TO VEGAS OFF-ROAD
For information write to B to V '83 21056 Chatsworth St. Chatsworth, CA 91311 or call 213/341-4041.

Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

October 8-9

MEXICO OFF-ROAD TOUR
From Ensenada to San Felipe. Motorcycles and ATVs. All ages. Stay overnight in San Felipe and ride back the next day. Group and club discounts. ATVs available for rent. Limited reservations. Baja Off-Road Tours. Info 619/429-9287.

October 9

CALIFORNIA POKER RUN
Elks Lodge, 201 E Church St., Ridgecrest, CA. East off Hwy 14 & 395. Elks Lodge #1913 Benefit for Crippled Children. Prizes for best poker hand, oldest and youngest riders, furthest distance traveled, largest club. Rude 175 mi. to Lake Isabella, return to lodge. Sign-up 7-9 am, start 9. $5 (no limit on entries). Info 619/375-8551 (Bob Preul).

CALIFORNIA POKER RUN
Templeton, CA. 15 mi. N. of San Luis Obispo. Vineyard Dr Exit off 101. Trophs, BBQ. Registration 9 am - 11:30. Entry $11, includ BBQ. CCMA. Info 805/543-1440 (Peter Hughes).

October 15-16

CALIFORNIA ROAD RUN
Start at Hutchins Motor Sports Inc., 55405 29 Palms Hwy., Yucca Valley, CA. All riders welcomed. Pins, patches,secret checks, youngest/oldest, smallest/biggest motorcycles. Raffle, coffee. Entry $10, $12 post. Info 619/365-6311.

October 23

D-37/ROAD RIDER POKER RUN
Start at Cycle Parts West, 13682 Beach Blvd., Westminster, CA. Off 22 Frwy. Orange County Road Riders. D-37 pts. Prizes for high and low poker hands. Entry $6, $5 passenger, $3 child under 16. Mail in registration. Joyce Brown, 14192 Quent Dr., Tustin, CA. 92680. Info 714/992-2345.

CALIFORNIA POKER RUN
Santa Ana, CA. Santa Ana Harley Davidson. 1st and Tustin. Hi & Lo hands; largest group particpants. Raffle, door prizes and food. $3 per bike. NMA Orange County. Info 714/761-0990, 633-7248 (Al Swanee).

October 29

CALIFORNIA HALLOWEEN ROAD RUN
Pasadena, CA. Start at Chubbuck's Harley, 1361 E. Walnut. Run pins. Dinner and dance. Start 12 am to 2. Entry $7.50 per person. Disc. for AMA, HDOA, SCMA with current card, 50¢. Info 914/792-1300.

November 26

BARSTOW TO VEGAS ROAD RUN
For information on D-37 Road Riders Poker run write Harry Fisher, Victory McLaglen Motor Corps., P.O. Box 845, Bellflower, CA 90706, or call 213/920-2768.

Decmeber 11

GUMBALL 200 RAOD RUN
Accessories Unlimited, 26057 Bouquet Canyon rd., Sagus, CA. Pins, coffee and donuts. D-37 point run, last points run '83. 7 am-9. Entry $5. Info 805/255-6522(Boyce or Phyllis Williams).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

_____

_____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

_____

Additional info: _____

_____

_____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Seattle International Raceway Challenge Series Race #1 AMA Motocross Kent, WA September 18, 1983

PEE WEE A	
Tara Harrison	Kaw
Rod Stanley	Kaw
Louis Aron	Yam
PEE WEE B	
Shane West	Kaw
Michael Hurst	Hon
Mark Koehn	Kaw
PEE WEE C	
Mike Madler	Hon
Ryan Yocum	Kaw
MINI A	
Jeff Munson	Suz
Larry Ward	Kaw
Kevin Kelly	Kaw
MINI B	
Tara Harrison	Kaw
Derek Hughes	Hon
Scott Steffy	Kaw
MINI C	
Dennis McGinnis	Kaw
Alex Liptack	Yam
Jason Crandell	Suz
100 A	
Kevin Kelly	Yam
George Higley	Suz
100 B	
Tommy Dunn	Yam
Cory Suit	Kaw
Wayne Laurent	Yam
100 C	
Don Nelson	Yam
125 PRO	
Cory Kaudt	Yam
Bob Monroe	Suz
125 A	
Russell Tom	Hon
Kevin Whyte	Hon
Tracy Bethel	Kaw
125 B	
Lloyd Young	Yam
Erik Kelly	Suz
Joe Greenwood	Suz
125 C	
Glenn Gould	Suz
Michael Bosnick	Kaw
William Kleffer	Yam
250 PRO	
Tim Olsen	Hon
Jeff Chapman	Suz
Rodney Jessen	
250 A	
Kevin Bethards	Hus
Scott Fisher	Hon
Ed Anderson	Hon
250 B	
Rod Rumbolz	Suz
Sean Akin	Yam
Mark Vollan	Suz
250 C	
Mike Browning	Yam
Steve Cobb	Yam
Doug Stewart	Hon
OPEN PRO	
Jonathan Pike	Hon
Tom Moen	Hon
OPEN A	
Jim Myers	Suz
Tony Devino	Hon
Charlie Mitchell	Hon
OPEN B	
Rick Barber	Yam
Brian Forgaard	Kaw
Larry McCarty	Hon
OPEN C	
Mike Smith	Suz
Danny Kandle	Hon
Mark Quenzer	KTM
OT B	
Richard Graham	Mai
Ernie Long	Hon
OTH B	
Paul Hanson	Suz
John Keller	Hus

California Mini Motorcycle Club Barona Oaks, CA September 18, 1983

PEE WEE STK	
Eric Stafford	
David Ochoa	
Sam Vella	
PEE WEE MOD	
Eric Stafford	
Eric Hawes	
Sam Vella	
JR CYCLE STK	
9-11 YRS	
Tommy Clowers	
Sean Thornton	
Dannis Dahlin	
Wesley Klein	
0-8 YRS	
Judd Scanlan	
Justin Urata	
Eric Hawes	
JR CYCLE MOD	
Tommy Clowers	
Sean Thornton	
Wesley Klein	
Dennis Dahlin	
0-8 YRS	
Justin Urata	
Judd Scanlan	
Joshua Lischm	
83 STK	
9-11 YRS	
Kory Byers	
Dennis L. Dahlin	
Justin Rich	
83 MOD	
9-11 YRS	
Kory Byers	
Dennis Dahlin	
Keven Geyer	
9-11 YRS	
BEGINNERS	
Albert Benitez	
Luis Arllanes	
Chad Reed	
83 OPEN	
12-OVER	
Dean Albught	
Lance Murray	
Mike Griffeth	
83 NOV STK	
12-OVER	
Bebee Zertuche	
Rick Flores	
David Germain	
83 NOV MOD	
Al McFall	
Darren Sanford	
Mike Ancell	
83 STK	
12-OVER EX	
Michael Craig	
John Lewis	
Brad Kadau	
INTER	
Steve Furuya	
Danny Hembree	
Anthony Gorin	
83 MOD	
12-OVER EX	
Cory Falter	
Brad Kadau	
John Flores	
INTER	
Bryan Powell	
Steve Furuya	
Dax Billings	
105 OPEN	
Cory Falter	
Charlie Sampson	
Brad Kadau	
125 BEG	
Brendan Monaghan	
Brett Carroll	
Marium Evans	
125 STK NOV	
Danny Crouch	
Bobby Fite	
Edd Siler	
125 NOV MOD	
Matt Schumsky	
Danny Crouch	
Bobby Fite	
BEG	
Linberty Kuola	
David Albright	
125 STK	
PRO CLASS	
EX	
Steve Stewart	
PRO	
Bader Manneh	
INT	
Lance Rieman	
Randy Brockett	
Ron Yonekura	
125 MOD	
EX	
Steve Stewart	
PRO	
Bader Manneh	
PRO	
Todd Hoover	
INT	
Curt Kadau	
Lance Rieman	
Randy Brockett	

Vets and sidecar Trans-Cal Results September 25, 1983

VET MASTER	
R. Lewis	20
J. Miller	16
K. Kietrich	13
L. Johnson	11
A. Olson	10
J. Weisel	9
D. Rogers	8
D. White	7
J. Ricci	6
R. Tuzinsky	5
C. Nelson	4
OT MASTER	
M. Collins	20
R. Lokke	16
J. Auvinen	13
SIDECARS	
B. Schnoor/ R. Langosh	40
P. Whitney/ D. McDowell	26
T. Harrison/ R. Softli	22
J. Palfreyman/ V. Palfreyman	24
T. Whitney/ S. Whitney	16
C. Ridyard/ A. Adcock	10
P. Palfreyman/ P. Palfreyman	10
K. Maier/ E. Whitney	9

Argyll Park Promotions Dixon, CA September 18, 1983

OT NOV	
George McCall	KTM
VETS NOV	
Ronald Law	Hon
PP NOV	
Tammy Bentley	Yam
250 NOV	
Jamey Parker	Kaw
Warren Jenkins	Hon
Mike Landgraf	Hon
OPEN NOV	
Gary Arnold	Yam
OPEN EX	
Larry Wosick	Hon
Dan Turner	KTM
OPEN JR	
Welhin Thompson	Hon
Kenny Wolcott	Hon
80 MINI EX	
Shawn Wooten	Kaw
80 MINI EX	
Mike Pascarella	Suz
80 MINI NOV	
Jeff Landgraf	Yam
Wynn Gonsalves	Suz
John Clark	Hon
125 EX	
Mike Johnson	Yam
Sean Conley	Kaw
Cory Cantalopui	Yam
125 JR	
Danny Boles	Hon
Troy Muse	Hon
OT EX	
Curt McMahon	KTM
VETS EX	
Gary McPherson	Hon
OT JR	
Chuck Watson	(SWM)
VETS JR	
Rocky Coursen	(Hus)
250 JR:	
Vernon Forsyth	Yam
Phil Rose	Suz
Craig Phillis	Hon
125 NOV	
Mickey O'Shaunky	Suz
Tyrome Earl	Yam
Joeri DeBeer	Yam
250 EX	
Brett Cahors	Hon
Joe Schlag	Hon
Dan Turner	Kaw

Red River Cycle Park September 18, 1983

PRO	
Randall Tarter	Mai
Marty Layland	Hus
Mitch Milson	Hus
Frank Shacklee	Kaw
Paul Paynter	Yam
OPEN EX	
Andrew Cooksey	Mai
Kirk Howeth	Yam
Lonnie Vann	Yam
Brandt Lucido	Hon
Jimmy Jacobsen	Mai
Roger Duescher	Mai
250 EX	
Dana Wright	Yam
Lennis Faulk	Mai
Larry Dodson	Mai
200 EX	
Dana Wright	Yam
Lennis Faulk	Mai
Larry Dodson	Mai
200 EX	
Ken Watkins	Kaw
Ted Elmore	Kaw
Alan Johnson	Yam
Tim Anders	Yam

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

"I, patch... ...do solemnly promise to spiff up the appearance of whatever you like. I'm red and white, with top-quality embroidery. Order me today!"

Please turn to the order blank on the Dealer Directory Page.

Need CASH? CYCLE NEWS want ads will work for you.

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COST COMPARISONS

BOOTS

	Retail	JOHN'S PRICE
AXO	$159.00	$125.00
O'Neal Ultra-lite	$123.00	$109.00
Hallman/Sidi	$136.95	$119.95
Moto-X-Fox	$135.00	$109.00
Gaerne	$159.95	$130.00
Hi-Point	$154.95	$119.50

MX PANTS

DG Vented	$109.50	$89.95
DG Standard	$99.50	$79.95
O'Neal Ultra-lite	$89.95	$79.95
O'Neal Ultra-lite Vented	$99.95	$89.95
Team MX	$79.95	$59.95
M. Robert	$89.95	$62.95
Hallman	$84.95	$79.95
Answer Products	$99.95	$79.95

CHEST PROTECTORS

JT V2000 & 1000	$89.95	SAVE
JT Ventilator	$39.95	$29.95
HRP Flak-Jak Adult	$70.00	$59.95

GLOVES

O'Neal Ultra-lite	$25.95	$19.95
Moto-X-Fox Dirt Paws	$15.95	$13.95
DG Racing MX	$23.95	$17.95

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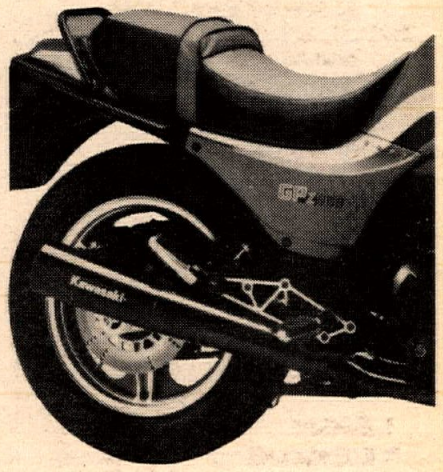

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Finally Moriwaki brings his horsepower magic to the Yamaha 550 Seca.
Kit includes: 4 Pistons, Rings, Piston Pins, Circlips, Head and base gasket. For only $275.00.
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4705 Artesia, Lawndale
(213) 370-7771 *formerly DMG Maico

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(213) 994-2882
The Sensation of Suzuki.

WANT ADS

Help Wanted

Wanted: Parts Counterperson
Honda experienced/good pay plan/benefits. BUT you must want to work to qualify! Contact Marv (714) 957-1966. (238-39)

Pro Kaw M/C & Jet Ski Mech.
Good commission to experienced professional. IMMEDIATE OPENING with GREAT company! Apply in person or contact Dave at LONG BEACH YAMAHA/KAWASAKI, 4200 E. Pacific Coast Hwy., Long Beach, CA. (213) 597-9927. (233/TFN)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

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Experienced person to handle warehousing, pick-up and assembling of motorcycles for TOP San Fernando Valley dealer. Experienced only need apply, good salary, benefits, excellent working conditions. Contact: Bill McLean, KOLBE HONDA, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616 after Sept. 12th. (235/TFN)

Inside Sales Representative
SAND SCORCHER ATV products, a leading mail order company, is seeking an inside Sales Representative for our Saugus office. Knowledge of ATV's and Odyssey accessories & parts required. Duties will include, but are not limited to, extensive telephone communication, clerical functions, customer service and dealer contacts. Salary and incentive dependent on qualifications. Call for appointment. (805) 254-2122, Ed or Duain. (235/NW/TFN)

Mechanic Needed
Experience essential, excellent pay to right applicant. High volume year round. Dealership in beautiful Ventura, CA. BARBER HONDA (805) 642-0276, ask for Ron Jensen. (238-39/NSW)

Yamaha Mechanic
Experienced only. Apply at: 833 W. Colton Ave., Redlands, CA 92373. (238-41)

Manager Needed
Dual responsibilities; Parts & Service Manager. 2 years supervisory experience, good communication skills, salary $18K to $24K. Send resume to: NEWPORT VESPA, RIVA, 2906 W. Coast Hwy., Newport Beach, CA 92663. (714) 642-8870. (138-39X)

Sales Person
Looking for highly motivated in-house salesperson, with experience in motorcycle fields. Please contact: Dan Whitted (213) 998-1049. (238-39)

San Francisco Bay Area
Service Manager/Mechanic/Motorcycle assembly/Mechanic assistant/Parts Counterperson. Multi Suzuki dealerships. (408) 227-2451, ask for Chas or Bud. (139-41)

Sales Reps Wanted
Major World class motocross apparel company offering prime territories for proven, successful reps with established territories wanting to add or improve present lines. Send resume to: HALLMAN RACING, 315 W. Bradley, El Cajon, CA 92020. (239-40/NW)

HONDA MECHANIC
Journeyman Honda mechanic needed for large volume dealership. Health Insurance, uniforms, profit sharing, paid in full. Vacation/Holiday pay. Must have 5 years experience. (213) 698-0065, Jim or Tom. (239-41)

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Needed for large volume dealership. Many benefits, must be good organizer and motivator. Must have at least 7 years mechanic experience including 2 years as Service Manager. (213) 698-0065, Jim or Tom. (239-41)

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Highly motivated, experienced only apply. Salary plus commission, company benefits. High earning potential for right person. Nappy County, Northern Calif. (707) 426-6012. (239-40/NSW)

Sales Reps!!!
Clothing, wearing apparel, personal accessories, L.A., Orange and San Diego counties. If you meet the following standards, then we would like to talk to you over lunch. You are not an order taker only. You have a Positive Mental Attitude and are looking for good profits for your professional sales efforts. You need a new product line that is steadily growing, would enjoy working with creative, professional, business people, then please call and let us know who you are. We have a client need for skilled, professional field people. Profit is the name of our game and we offer you a clean, well built package in return for your services. Call or write: VAN METER/ROETZER Advertising Designers, Playa Station 1489, Laguna Beach, CA. 92652. (714) 494-6944 Monday thru Friday, 8 a.m. till 5 p.m. One last thing, the key word in this ad is "Profes ional". (339/140-42X)

Business Opportunities

So. Cal. Franchised Dealership
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YAMAHA DEALERSHIP. Ready to retire at 61. Business grosses $1-1.5M/year. Will sell inventory and equipment at 80% of value, with $60K down, balance on 10-year contract. Property (7400 sq. ft. bldg.) available, lease or purchase. Write President, CYCLE CRAFT, Inc., 752 S. 108th, Tacoma, WA 98444. (238-39)

Wanted: Cycle Shop Equipment
Looking for all types Cycle Shop service equipment, parts, Sales, furniture, fixtures, display materials, etc. (714) 859-6907. (139-42/NSWX)

For Sale: Franchised Dlrshp
In Florida. $700,000-$800,000 per year in annual sales. Will sell for $150,000. Call between 3-5pm, Monday-Friday, 904/576-4831. Terms available. 237/TFNNE

Are you a journeyman machinist with unlimited access to machine tools and T.I.G. welding equipment, available for your own use? Are you also a dedicated motorcyclist who might be interested in a collaboration with an electronics engineering technician in a project to build two all electric computerized transmission power shifting systems, a prototype of which executes shifts in 18ms. maximum? Do you live in or near San Francisco? QUALIFIED individuals may call Steve at (415) 468-3543 after 7 p.m. for more information. (139)

Pro Trac Trailer 16' All New
Tandem axle, chrome spoke wheels, more! Adult owned, $2600. (714) 627-4125, after 6 p.m. (139)

Honda XR 500
1982 XR-500, very good condition, only ridden in the desert. $1200. (213) 883-1734. (139)

CR-250, 1983 Showa front forks. Sold my bike with Simmons. Great for four strokes, $100/or best. Also '83 rear shock, $75/or best. Call Andy (213) 913-5220. (139-40)

Yamaha 1983 YZ 490K*$1700
Excellent condition. (805) 399-6203. (139-40)

* '83 RM-250 Floater *
New M-23 & M-22 Bridgestones, DC Pro air box, A-trak fork mod, Enzo shock mod, Ceet, race ready! $1295. Todd (714) 734-0642. (714) 737-0998, evenings. (139-41)

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Engineering boots are for Engineers! Cowboy boots are for Cowboys! Work boots are for Workman! It's that simple! We make boots only for the cyclist. For the riders who understand that they have an intelligent choice when it comes to cycle foot wear. Frank Thomas Boots have been designed and handcrafted with your feet in mind. Look good and let your feet know you care about them. We do! Frank Thomas Boots, the classic look in cyclist foot protection. 12 styles to choose from. Guys and gals sizes and colors. $2.00 brings you our catalog and a Frank Thomas sticker. FRANK THOMAS BOOTS, P.O. Box 3192, Dept. CN-1083, Santa Rosa, CA 95402. (339/140-42X)

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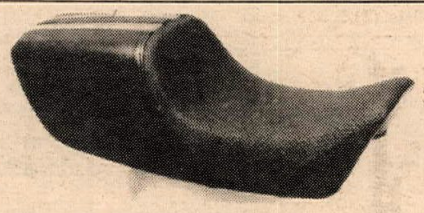
Year end clearance. UNBELIEVABLE PRICES on '83's. LeMans III, S.P.'s & RG's, all in stock. Your authorized Italian connection. See them at: WOODS MOTOR SHOP, 525 W. Colorado, Glendale, CA. (213) 956-0698. (239-40)

'83 CR 250 R Honda $1500
Exceptional condition, raced twice, getting open bike. BEST DEAL AROUND! Craig (619) 436-2286. (139-40)

Honda Mechanic
Top line mechanic needed for year round permanent position. Golden opportunity for right person. Super pay plan with bonuw. All company benefits. Contact Service Manager; LONG BEACH HONDA (213) 423-1433. (239-40)

78½ KTM 250 Dirt Bike
Low miles, priced for quick sale! Very good condition, $400. Rick (714) 768-1941, days. (714) 494-3021, evenings. (339-40)

Suzuki Super Bike
1983 GS-750ED, like new, Fox shock, EPM's, K-2 Kerker, race ready. Call anytime, Harry Klinzmann Work: (714) 635-8520. Home (714) 636-2731. (339-40/NSW)



'82 & '83 GPZ 550 Seat Kits
Super quality frame and seat cover, installs easily on stock pan in minutes. Colors are black with textured panel and brilliant red stripes. $59.95/COD plus shipping. Contact: MOTOPLEX (213) 438-4107, 21-58th Place, Long Beach, CA 90803. (139/NWX)

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RD-400F, complete engine rebuild, plus balanced steel crank, welded needle bearings, new clutch, plus MUCH MORE! Original white paint. Must sell $1495/offer/trade? (714) 556-0452. (339-40)

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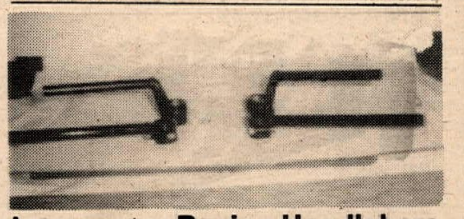

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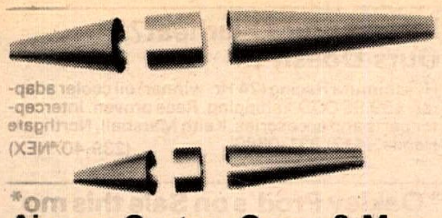

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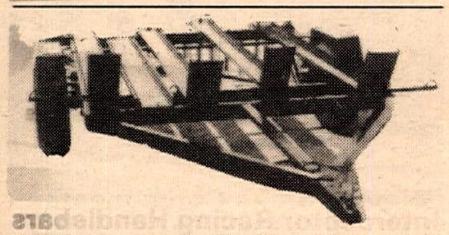

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(2) 1982 490's (one loaded, one misc. extras). (2) 1983's (one 250, one 490). Too many spares and extras to list! $1100 — $1700. Call "MONTY HALL" (213) 762-0102. (138-41)

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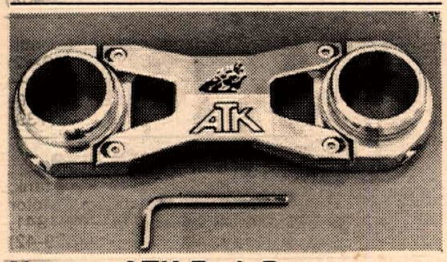

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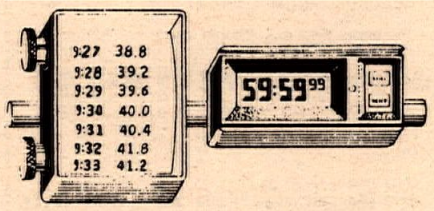

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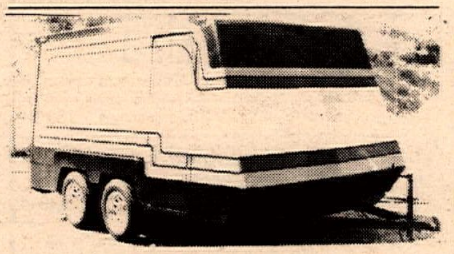

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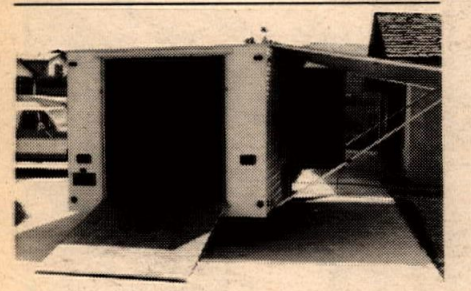

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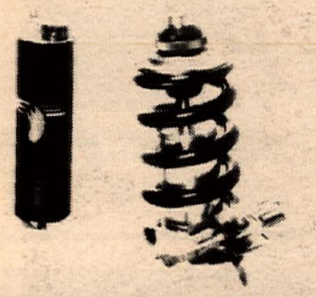

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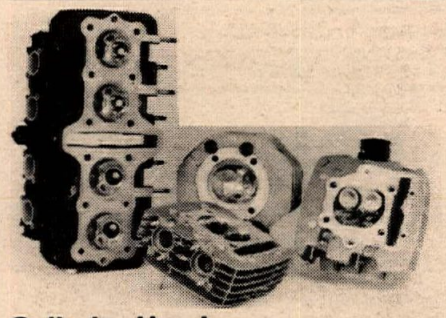

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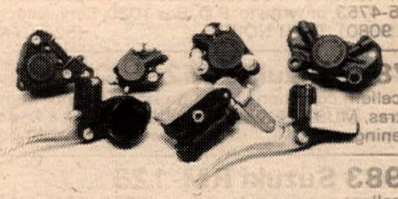

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CREDIT CARD LIMIT MINIMUM $5.00 PLUS .50 POSTAGE and 'HANDLING

213/427-7433
No cancellations after 5:00 p.m. Thursday

WANT AD DEADLINE
Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____
Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

NATIONAL RATES
(Cycle News/West and Cycle News/ East)

PRIVATE PARTY

Per word..... 45¢
Headline in bold type..... $5 extra
Photos (No larger than 5x7)..... $7
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERICAL/ HELP WANTED

Per word..... 95¢
Headline in bold type..... $8 extra
Photo..... $12
(No larger than 5x7)
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

Please run my ad ___ weeks in West
Please run my ad ___ weeks in East

Name _____

Address _____ City _____ State _____ Zip _____

PRINT BOLD HEADLINES HERE — **EXTRA** (leave spaces)
Bold Headlines do not count towards want ad word count

Want Ad minimum...$2.50

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
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36	37	38	39	40	41	42
43	44	45	46	47	48	49
50	51	52	53	54	( )	55

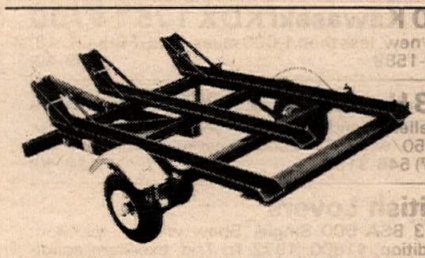
Area Code/Phone No.

Cycle News cannot be responsible for illegible phone numbers.

DICO TRAILERS
Cycle, Jet-Ski, ATC Buggy, auto, NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS, Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

Speedway Bike
New Jawa, Weslake, Neb, GTS, Renthals, Mikuni, polished. Best of EVERYTHING! Trickest bike around. $2600. (714) 673-3337. (138-39)

1982 Yamaha RD-350 LC
Excellent condition, never raced, 12,000 KM's. Asking $2800 U.S. Funds. Vancouver, B.C. Phone Lance (604) 263-0249, 5-8 p.m. (338-41)



★ Cycle Trailer...$399 & Up ★
1, 2, 3 & 4 Rail — Major Brands! 4 & 5 rail, custom. Small or large wheels. Also vehicle & utility trailers and hitches installed. M.S.C. (213) 767-1757. (208/EOI/TFN)

'83 KX 250
Ridden 5 times, raced once. Must sell QUICKLY! $1200/OBO. Ask for Adam (805) 259-2585, days or (805) 259-6505, evenings. (339-40)

1976 KTM 400 & Trailer
Stored three years, desert tank, gas shocks, ported, new tire. Three-bike trailer, two cases of oil, size 10 boots, $600. (714) 870-4436. (339)

Penton — Sachs — Parts
Pistons $2.00, rings 25¢, gears $3.00, cylinders $15.00, Bing carbs $10.00, Bing jets 30¢, leading axle Ceriani forks $75.00, Marz shocks $25/pair, fenders 50¢, mud flaps 10¢, Magura grips 5¢/each. Send $5.00 for complete 1000 item price sheet. Refund on first $20.00 order. HORNE SALES, Box 2327, Amarillo, Texas 79105. (139-41/NWX)

'82 Honda CR 250 R
Excellent condition, new top end, new clutch, White Bros. shock. $900. (714) 898-5161. (139)

Motorcycle Collection Goes!
75 bikes must be sold. Ariels, BMW's, BSA's, Fanny B's, James, Triumph's, Velos, Harley's, Panther's. 1935-1981. 50cc-1000cc, $200-$3500. Call (714) 556-9812, before 5 p.m. (137-39)

1982 250 Suzuki
Good condition, MUST SEE! $800. (213) 918-4200. (139)

DEALERS: SELL ATV NEWS!
Now you can make money selling ATV NEWS! Call us today and get the details on your no risk special offer to dealers. Cash in on the exciting world of ATV's. Sell ATV NEWS, America's ONLY monthly ATV Newspaper. Call right now! ATV NEWS (213) 595-4753, or write to: P.O. Box 1030, Long Beach, CA 90801. DO IT NOW!!! (525/TFN)

'78½ Suzuki RM250 C2
Excellent condition, 1 ride on new top end. Many extras, MUST SELL, $650/OBO. (213) 644-6644, evenings. (339-40)

1983 Suzuki RM-125
Excellent condition, low hours, $850/OBO. (714) 845-3442, evenings. (339-40)

Yamaha RD350B 1975 stock
New top end, Michelins, chain, seat, tags. Forks/-carbs rebuilt. Needs paint only. Runs perfect, 16,000/m. $875/OBO. (714) 548-5135. (139)

KX 500 Kawasaki 1983
Super condition, never raced, Wheelsmith shock mod, Klemm Research head mod, runs and handles GREAT! Extras, $1350. Call (213) 993-6991, after 6 p.m. (139-40)

'81 Suzuki RM125 Ex shape
New motor, tires, etc. MUST SEE! $650/OBO. Jeff (213) 993-7915. (139)

'83 Honda CR125R * Like New!
Extra parts, MUST SELL, $1100/OBO. Jeff (213) 993-7915. (139)

US National Champion*$1500
1983 Godden speedway motor built and tuned by Jim Busby Racing. Two N.E.B. clutches w/countershafts. (714) 739-8200. (139/NSW)

'82 YZ-80 Water Pumper
Like new, never been raced, belongs to young girl. $599. Contact Julie (714) 861-3654. (139)

Precise Crankwork
We are crankbuilders for the Motorcycle Industry! We can untwist, true, weld, stroke, regrind or do anything else to any crank. When all you do are crankshafts...you have to do them right! FALICON PERFORMANCE, 2116 Sunnydale Blvd., Clearwater, FL 33515. (813) 461-4161, call or write for catalog. (228&29/EOI/TFN/NE)

1981 YZ 125 Thumper
YZ-125 H chassis with White factory plastic. 1982 XR-200R, stock motor. water cooling included. Won Three 4-stroke National races. Professionally built, mint condition. $2500 invested + spares, sacrifice $875. (213) 795-4031. (139-40)

'80 Kawasaki KDX 175 * $700
Like new, less than 1,000 miles, MUST SELL. (213) 399-1588. (139-40)

'83 Honda CR-250 R * Like new!
Excellent condition, must sell, will sacrifice for $1550/with JT/V2000 Chest protector. Call Ken (707) 546-3180. (139-40)

British Lovers
1953 BSA 500 Single. Show winner, excellent condition, $1800. 1972 Tri Trid, excellent condition, $1800. 1973 Tri Trid, runs good, $800. Must see to appreciate bikes! (209) 632-6304, days. (139)

1982 CR 250-R Honda
Excellent condition, used very little, many extras, $900. (714) 989-5178. (339-40)

82 Yamaha YZ 80 watercooled
Frame reinforced, rebuilt motor, clean, fast! $450/OBO. Ask for Mike (714) 861-3121. (339)

FREE CYCLE NEWS STICKIE
Just right for your tool box, Truck, Van, Trailer, icebox, girlfriend or boyfriend; or maybe it's your wife, husband or kid that needs a CYCLE NEWS STICKIE! All you have to do is send a S.A.S.E. to CYCLE NEWS WEST, P.O. Box 498, Long Beach, CA 90801-0498. ATTN: FREE STICKIE OFFER. (525/TFN)

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LARGE STOCK. WILL SHIP C.O.D. (415) 332-3559. (221/TFN)

'81 RD-350LC, 300 miles, $3000/Firm. '79 XS-1100, 4300 miles, $2200/Sharp! (213) 923-7807. (139)

Jawa 4 Valve
Long stroke side port, Mikuni, Cerilo mag, NEB clutch, fresh motor, very clean, BETTER THAN NEW! $2200/OBO. (213) 596-6259, (213) 493-4830. (439-40)

81 Yamaha YZ-465*Mint Cond.
Never raced, desert tank included. $850/or trade for Jet Ski. (619) 451-1415. (139)

Yamaha 125 & 60cc * Sharp!
Used little. (213) 866-8785, evenings/weekends. (139)

'80 XR750 H-D Brand New
$7,000/OBO. (219) 462-2223 or (219) 464-8391, 9-6 Monday thru Saturday. (128/EOI/42NEX)

1983 Honda CR-125
Very clean, well maintained, extras. $1180. (714) 841-0619. (139)

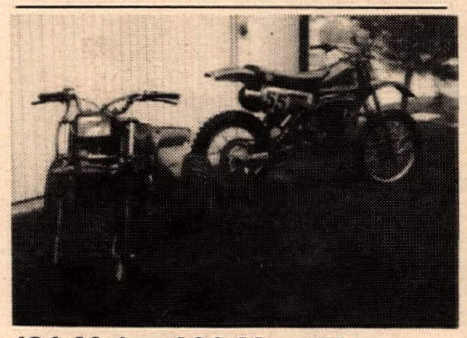
'77 Honda XR-75
Excellent condition, new back tire, valves, car carrier, Honda jersey, motorcycle stand, Bassani pipe, "ALL $375/OBO." (714) 828-4116. (139)

HAVE A 1979 Plymouth Volare, will trade for 1983 250CR Honda. (619) 429-7271. (139)

WANTED: 1981 CR 250-450 Honda forks & clamps. (213) 768-0994, evenings. (139-40)

82 XL500 $1300/OBO-or trade
Good condition. (714) 842-2335, or leave message at Lee Getmans; (714) 557-0725 for Angela. (139)

Honda Interstates
OVERSTOCKED!! We're willing to deal! Call us for the BEST DEAL AROUND. HONDA OF GARDENA. (213) 323-8314 or (213) 770-0603. (235-39/EOI)

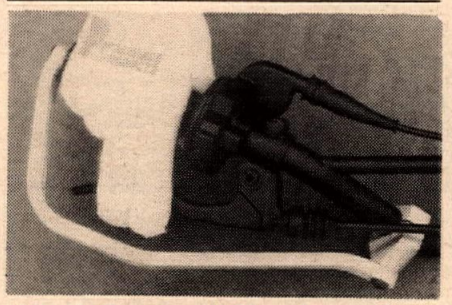


'81 Maico 460 Mega II
Showroom condition, used very little. (213) 426-9458, days. (213) 430-2470, evenings. (139-40)

Porting and Balancing
All makes, 2-strokes. 30 YEARS EXPERIENCE. (213) 843-0926. (135-41X)

* Video * "Motocross Mania"
Catch all the action in Norm Johnson's new film, "MOTOCROSS MANIA." See amateur riders doin' it California style. Including Anaheim and San Diego Stadium events. Plenty of slow motion sequences. Send: $39.95, shipping included, TO: NORM JOHNSON PRODUCTION, P.O. Box 91151, Long Beach, CA 90809-1151. Specify BETA or VHS. (139-40/NWX)

VF-750 F Interceptor
Good condition, 4500 miles, D&D header, will deliver within 1,000 miles! $3500/or you pick-up/$3300. Also '81 GPZ-1100 $2800, 1979 KZ-1300, $2200. Ron (505) 526-2842 or (505) 523-1938. (337-39)



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There are cheap copies available, but our "BARK BUSTERS" are the ONLY hand guards trusted by Terry Cunningham, Mike Melton, John Martin, Dick Burleson and EVERY other FACTORY rider. Why should you settle for less? Insist on the best. FREE replacement guarantee. Ask your dealer or order direct, $49.50. PERFORMANCE PRODUCTS, P.O. Box 1294-W, Lacombe, LA 70445. (504) 882-3107. (232-TFN/NE)

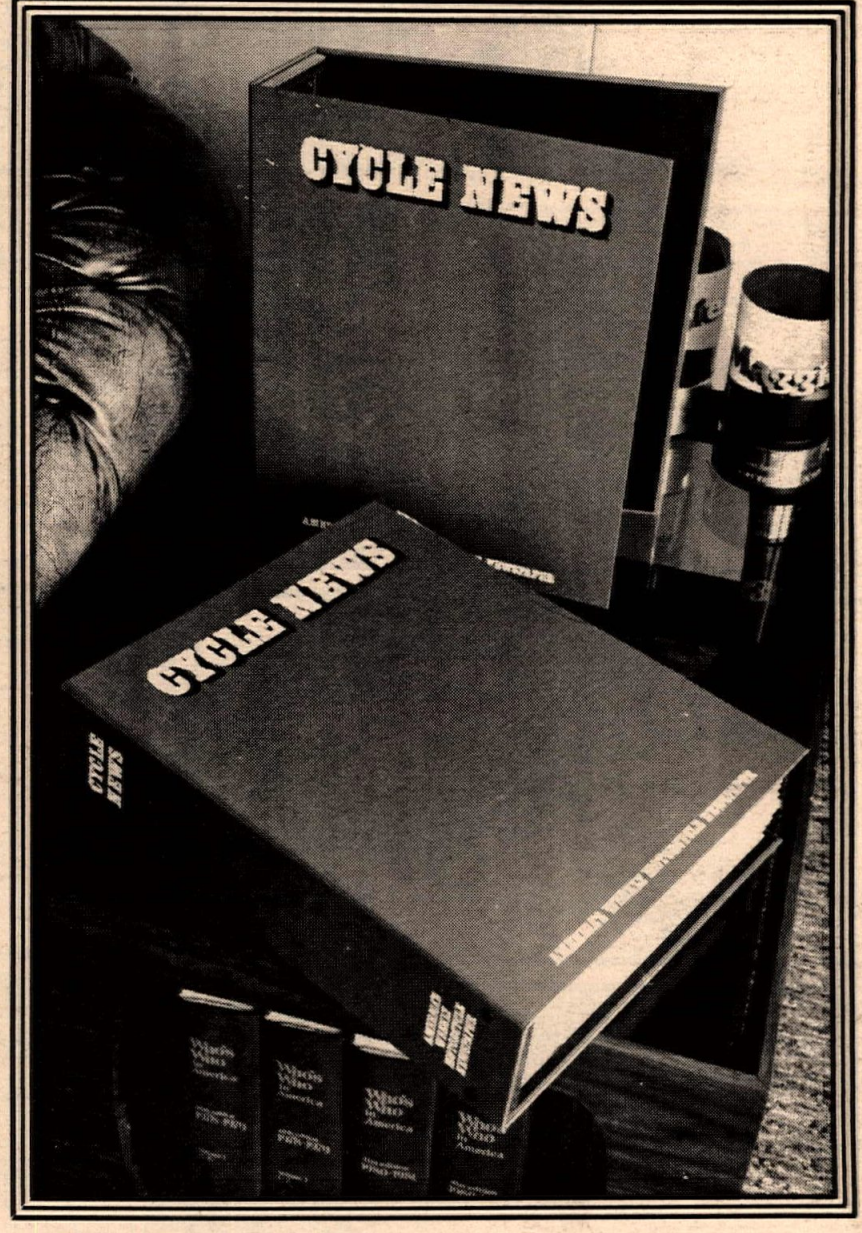
'83 YZ 250
Purchased April, good as new, ridden approx. ten times, asking $1300. (714) 521-2523. (139)

1982 HONDA XR-500R, like new, tires like new, stored for 1 year. (408) 674-5457. (139)

'82 Suzuki RM 125
Girl ridden only, excellent condition, Ohlins shock, $799. (714) 968-3493. (139-41)

'81 Yamaha IT-465
Busy executive has no time to ride! Completely stock, near new condition. $1100/Firm. (714) 537-6105, 10 a.m. to 4 p.m. (139)

Got the ripped-up, dog-eared, yellow page blues?



That stack of Cycle News piled over in the corner could become an attractive addition to your living room or trophy shelf. All you need is our new bright-red, top quality binder. Each one holds 25 issues of America's Weekly Motorcycle Newspaper. They also provide a handy filing system when you need to refer back a few issues to an informative article, and they're a positive statement about the sport you like best: Motorcycling.

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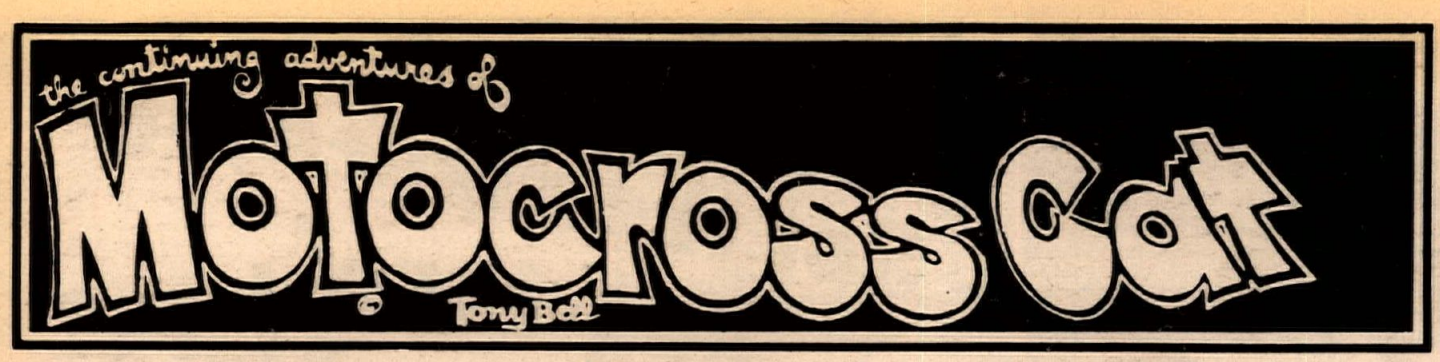
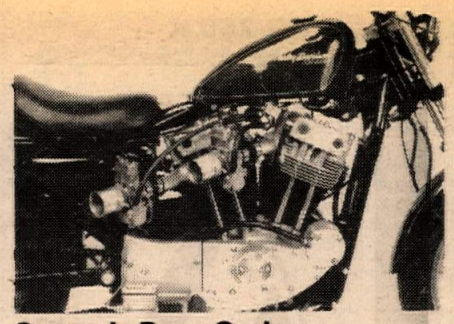




Smooth-Bore Carbs
Kits for XR750-1000. STORZ PERFORMANCE, 1362 Tower Square, Ventura, CA 93003. (805) 654-8816. (239-42/NW)

They Went, They rode, they conquered-celebrate!
With Red & Blue on White HANES Beefy-T shirts. S-M-L-XL, AVAILABLE NOW! $8.50 plus $1.50 shipping & handling. Check or MoneyOrder to: TORREY, C/O Motorsport, 1000 Piner, Santa Rosa, CA 95401. (707) 527-8888. (139-40/NWX)

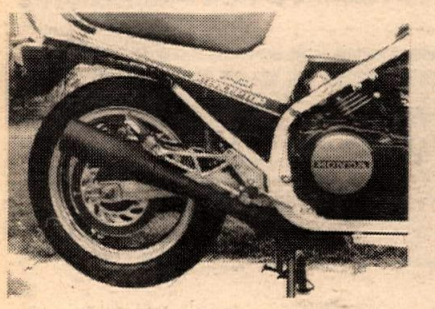
'78 YAMAHA XS-750E bored to 850, all new top end, Rapid Transit fairing, header and many other acceessories. $2250/OBO. (408) 255-7350 day or night. (339-40)

Pro Performance Riding School
Next classes: Oct. 29th, Indian Dunes — MX Nov. 12th Off-road Bell Mountain Nov. 14-15 MX. Information (714) 673-6816. (139-42/X)

Dragbike, Kawasaki 750 in 500 frame. Two-stroke triple with Mikuni 38's, porting, Wiseco pistons, milled heads, tuned expansion chambers, new slick, ready to race in elevens, will negotiate price; $1800. (505) 292-1795. (139)

"PSI Hot Pipes" — They're Burning Up The Competition
"Works Like" style and performance. All hand-rolled cones built by craftsmen. Easy installation. Used by the Midwest's "winningest riders" Junior Jackson, Jim Veugeler, Greg Randa and others. Now in stock: CR125R, YZ80K, YZ125K, KX80, KX125, all $119. CR250 and NEW Cagiva 125 Hot Pipes, $129. Same day UPS service. PSI, Inc., 3613 S. Green Bay Rd., Racine, WI 53403. (414) 554-5192. (139-40/NEX)

1980 XR750
Patrick cams, Branch heads, Jemco pipes, also Mikuni smoothbores, some spares. Original owner. Call after 4:00pm, (319) 233-4519. (139/NE)



Velasco Exhaust
CB750F, CB900F, CB1100F. LIST: $199. YOUR COST: $175. V45 Interceptor. LIST: $349. YOUR COST: $305. FREE T-shirt with purchase! J. HARVEY PERFORMANCE (213) 644-0951. (139/NWX)

FOR SALE: 1962 Greeves dirt motorcycle, 246cc, runs good. Make offer. (219) 356-3306. (139-40/NE)

1983 Huskys
CR, 500XC, 430WR, 250WR, brand new from dealer. Prices can't be beat! Suzuki of Bossier, (318) 742-0218. Call for quotes. (239-40/NEX)

'82 CR250 & '82 CR125
**CR-250, new top and bottom, excellent condition, Works shock, blue seat, $1100/OBO. **CR-125, new top, excellent condition, blue seat, $700/OBO. (805) 527-0250, evenings. (339-40)

'82 Honda CB 900F
6 months old, 2,000 miles, best performance "buy" in motorcycling! Extras: Sport Elites ("R" compound), Hella horns, priority + tail light coupler, Cobra alarm, THIS IS A STEAL! Make me an offer! John Mardinly (213) 821-0292, (213) 942-9504. (139)

Honda Interceptor Parts
* WHEELS & TIRES * 16" front & 18" rear (Bridgestones). *BRAKES * Complete front & rear, disc, calipers, mounts, etc. Complete set can adapt to Honda 750-F or 900-F, best offer over $600. Also various other stock parts. (714) 675-6203. (339/NW)

Weslake's or Jawa
For details: (714) 775-3629. (139-41/NW)

'83 Maico 250
RG Fork spring, chain guide, Bing 55, new chain sprockets, piston ring, Barnett clutch spring, Blueprint cylinder, $1500/OBO. (213) 787-5485. (339-40)

'82 HONDA XR 200 R
Fresh top end. Re-built trick shock, new tires, chain and sprocket. $995/OBO. (714) 836-1907 evenings and weekends. (339-42)

You Supply The Engine..
For singles and small twins up to 50 hp. Welded rolling kits from $995. Front or full suspension available. ODX Cars, Owens Design (805) 522-2431.

'83 Ducati Hailwood Replica
Like new, 1500 miles, $7000. (805) 529-2131. (139)

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(213) 427-7433

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BENNETT'S LECTRON FUEL SYSTEMS. — Carburetors for most applications. Custom exhaust work. Class C Engine bldg. Hondas only 500 or 600 single cylinder only. Dyno service. 1922 N.E. Grant, Hillsboro, OR 97123. (503) 640-3079.

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STORZ PERFORMANCE — Pro dirt track eqpt. XR-750 PARTS & serv. Full line GRIMECA & LOCKHEED disc brake kits. Handlebars, forks, ignitions, etc. Dyno facility, complete machine shop. 1362 Tower Square #2, Ventura, CA 93001 (805) 654-8816.

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FROYD MACHINE — M/C crank & cyl. serv, crank grinding, spec. undersize bearings — Japanese/antique British bikes, "grind-chrome-grind," roller crank assembly, boring, sleeving and valve jobs. 2055 E. Villa St., Pasadena, CA 91107. (213) 796-8014.

Enduro Rollcharts

JART — Enduro Rollcharts — Easy to read — Used by all factory teams — Many options — guaranteed. Any enduro, any place —$5 each day. Club rates. Subscription service. 4673 Via La Primavera, Yorba Linda, CA 92686. (714) 970-6876.

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CUSTOM MANUFACTURED CYLINDER LINERS. Prototype 2 Cycle installations. Chrome bores sleeved. Small Engine Machine Works, Inc., 720 Northeast 242, Gresham, OR 97030. (503) 667-5224.

GET THE JOB DONE RIGHT! — Boring by top machinists. Sunnen-Mandrel honing to factory specs. Complete machine shop serv., cranks rebit., etc. Same day serv., cash/charge. Mike Condit's M/C Service, 7225 Canoga Ave., Canoga Park, CA 91630. (213) 346-0472.

Extrude Honing

EXTRUDE HONE's power flow process dynamically improves Top-End & Midrange Performance on any two cycle cylinder. Extrude Hone, 6845 E. Compton Blvd., Paramount, CA 90723. (213) 531-2976.

Exhaust Systems

COFFMAN'S new dual Jet Ski pipes good for 40% more H.P., water jacketed, meets racing rules. Guaranteed from breaking. Complete w/instructions, exhaust manifold & mounting hardware. 15182-A Bolsa Chica Rd., Huntington Beach, CA 92649, (714) 897-2209.

Frame Straightening

THE FRAME SHOP — Professional collision specialists. All forms, front end, swingarm, wheel reconditioning. Complete welding facility to repair broken cases, fins, front end acc., crushed frame tubes or ? 11074 Mercantile, Stanton, CA 90680. (714) 893-6700.

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BELL HELMETS — Know about their factory Customer Service Dept.? Make your Bell Helmet look and work like new! Free inspection with quote. Call Customer Service Dept. between 10 a.m. & 12 p.m. and 1 p.m. & 4 p.m. Mon.-Fri. at (213) 921-9451 or 714/522-8292.

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CALIFORNIA Motorcycle Insurance Agency means low cost m/c ins. We represent various ins. co's. Phone or write for our lowest rate for your m/c. (714) 956-5222, (231) 637-0751. P.O. Box 3878, Anaheim, CA 92803.

PRO-FUEL — High performance gasoline 108 octane. Legal for all racing organizations. Attention speedway & drag racers: Methanol now available. Call for the name of your nearest dealer. (213) 830-4678.

SCOTT'S — Complete fork & shock service on all single & duel shocks, Monos, Floater, ProLink, Unitrak, Ohlins, Fox, Works. Porting starts at $40.00. 2627 Honolulu Ave., Montrose, CA 91020. (213) 248-6747.

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WE'VE GOT YOUR PART — Cycle Salvage Racing. Dist. famous Rod's Rack for 3-wheelers & 4-wheelers. Clean late model used parts. MasterCard/Visa. UPS daily. Closed Wed. Rt. 2 Box 359, Guntown, MS 38849. 24 hr. answering serv. (601) 348-2312.

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PORTING & AIRFLOW TESTING Street & racing. Hard coat installation. Comp. machine shop, specializing in H-D & Kawasaki engines. Baisley Hi-Performance, 5804 N. Interstate, Portland, OR 97217. (503) 289-1251.

Racing Fuel

PRO-FUEL — High performance gasoline 108 octane. Legal for all racing organizations. Attention speedway & drag racers: Methanol now available. Call for the name of your nearest dealer. (213) 830-4678.

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OFF ROAD RENTALS INC. — M/C-Dirt, Street, ATC 70-250, Odys, Tri-Moto 60-225DX, Suz. 3x6-4x6, jet skis. Serv. fork/axle/frame strghtng. new/used parts/acc. Call Los Alamitos, CA (213) 594-8901, (714) 891-9388 or Orange, CA (714) 771-7390.

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BATES LEATHERS! All of our quality leathers are waiting for you at the bigger-than ever Bates Leather Shop For Street, MX, Competition, everything. Plus gloves, riding belts, sweaters. Shop with the Pros, be fitted by Pros. Over 30 colors. Alterations, number changes, cleaning & repairs too. All accessories also on display! Open M-F 8-4:30, on selected Saturdays and by appt. 660 W. 16th St., Long Beach, CA. (213) 435-6551. Nr. LB Fwy. & Pacific Coast Hwy.

Singleshock Service

FACTORY RIDE on re-valved production single shocks & forks, used by top privateers. Specialists in performance and suspension. ST Racing (714) 594-2679, 705 Brea Canyon Rd., Suite 3, Walnut, CA 91789.

WHITE BROS—11750 Seaboard Circle, Stanton, CA 90680. Complete service & set-up on all singleshocks, Uni-Trak, Pro-Link, Floater & White Power. 1 to 2 day turn around. (714) 895-1991.

SCOTT'S — Complete fork & shock service on all single & duel shocks, Monos, Floater, ProLink, Unitrak, Ohlins, Fox, Works. Porting starts at $40.00. 2627 Honolulu Ave., Montrose, CA 91020. (213) 248-6747.

HONDA SHOCK SPECIALIST — Stops stiffness on '83s + bottoming on '82s. Rebound allows full travel and stops kicking. 1 day service. Rick Johnson, 22905 Van Deene Ave., Torrance, CA 90502. Call (213) 830-5385.

MAICO "Works" Ride — W/exclusive shock mod. Two stage valving, softer low speed, firmer hi speed. Improved rebound. Retains stock spring. Progressive ride, no fade. SUZUKI COUNTRY, 2061 No Hamner, No. 404, Norco, CA (714) 359-8546, (714) 734-0640.

OHLINS SPECIALISTS—Factory authorized sales/service Ohlins single/twin shocks. Genuine parts in stock. Rebuilding/revalving. 1 day turnaround. Ohlins exclusive U.S. dist. Simons Inc., 2625 Miller Ave. CN, Mtn. View, CA 94040. (415) 948-3470.

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STEEL SHOES — Ken Maely, since 1950. Dirt Track $70. Lt. Wt. Spdway $75. Send boot. Specify race type. 14" lace boot $75. Everything for Speedway. 8580 Bedford Motorway, Corona, CA 91720. (714) 735-0540.

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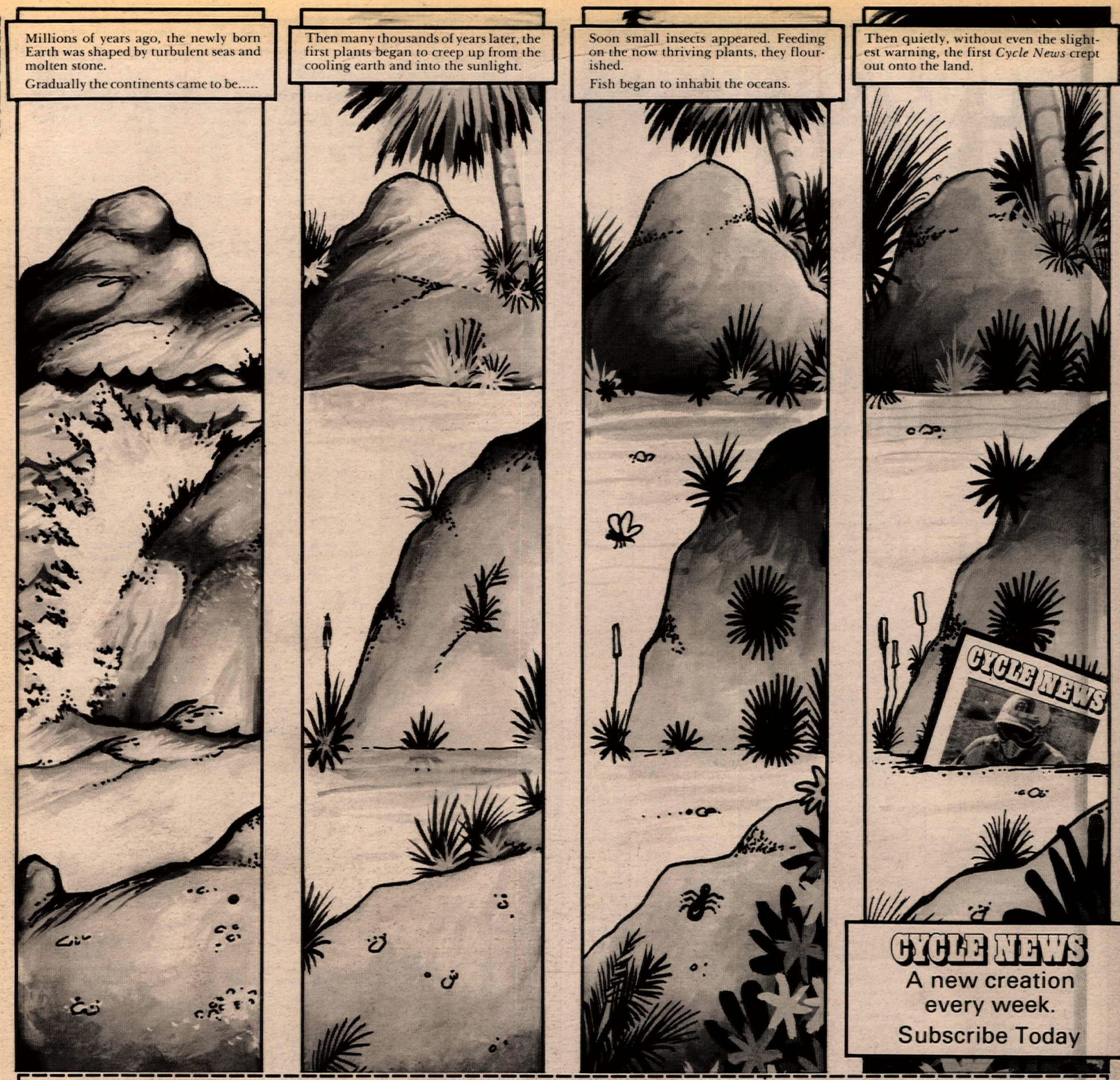

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